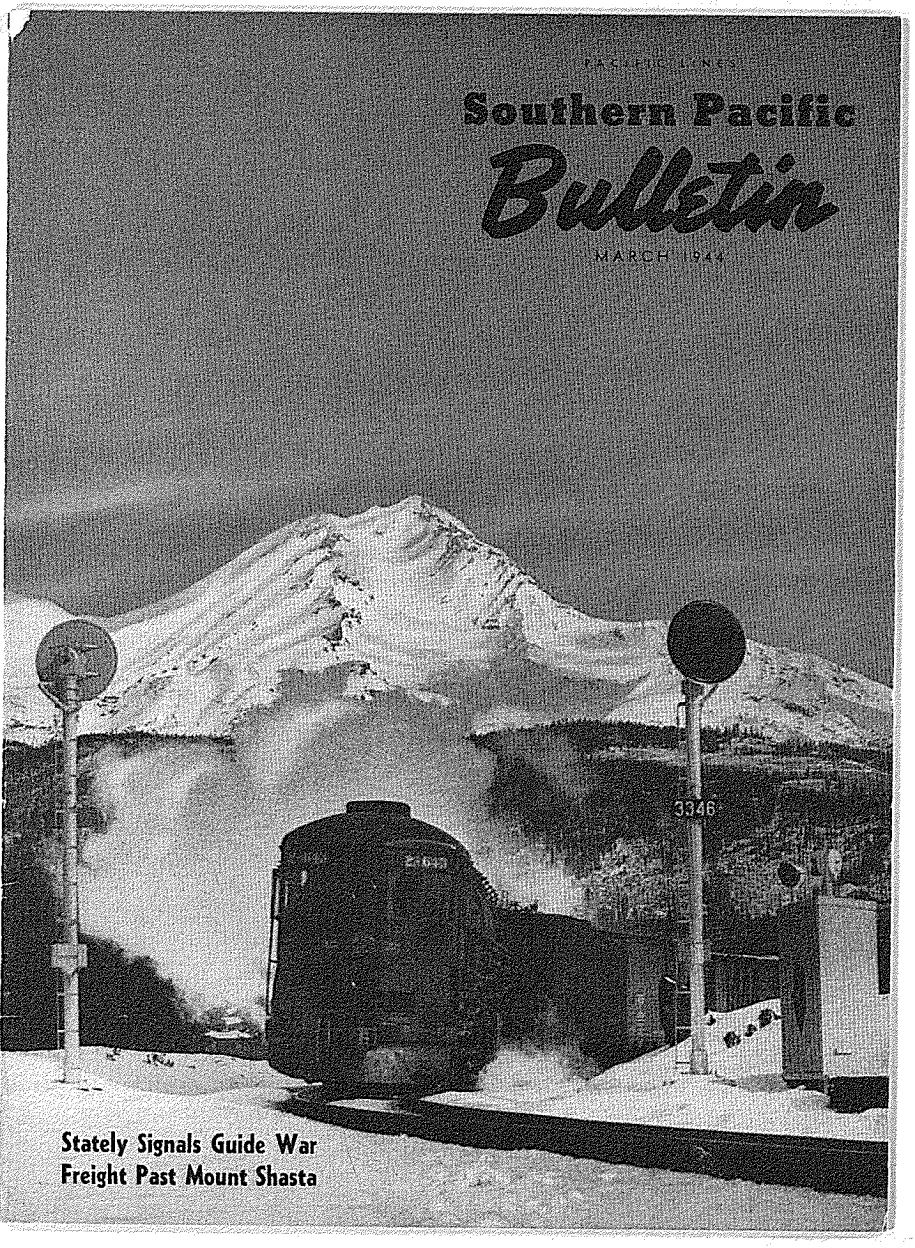
PACIFIC LINES

Southern Pacific Bulletin

MARCH 1944



Stately Signals Guide War Freight Past Mount Shasta

SOUTHERN PACIFIC *Bulletin*
Vol. 28 No. 3

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No Time For Time Off Now

SOMEDAY when this war's over and it's time to record the deeds of those who helped win it, we hope to see a place reserved for all loyal Americans on the home front who stuck to their jobs when the going got tough. Unfortunately there are workers in war industries who, never having felt the true impact of war, wilfully neglect their jobs at the slightest provocation or for no reason whatever. When these absentees desert their own work, they go to work—for the enemy. Conversely, the man or woman who sees the job through to a finish will merit a high place among those who can say: "I gave my best—all the time—to help win the war." The stress and strain of wartime production is felt by all of us on the railroad and there are times when we'd like to knock off work for a while. But being on the railroad, where the movement of men and war supplies brings us in close daily contact with the war, we know that to shirk our responsibilities now would be to violate the trust that has been placed in us to see this job through. We know there must be no easing off while there's a war to be won.

Victory Vitamins

LAST year, 46 per cent of all vegetable production in the United States was raised by amateur farmers. Represented in this surprisingly high figure were the products of twenty million Victory Gardens. This year there will be an even greater need for Victory Gardens to supplement the regular sources of food supply and the national goal for home gardens has been set at twenty-two million. With the size of our military forces constantly increasing and more men going overseas, larger food reserves must be accumulated. If grocers' shelves have appeared to be laden with food supplies, don't conclude that home gardening has been overemphasized. To the contrary, if food has been plentiful it was because of the harvest from millions of backyard farms. So do your part—right now. Cultivate that plot of ground, however small, and produce your share of vegetables for victory. In addition to helping your country it will pay you dividends in fresh air, sunshine, healthful exercise and tasty, nourishing food.



You Can't Be Too Generous

As the *Bulletin* goes to press the Red Cross drive for $200,000,000 is getting off to a great start. Southern Pacific people are asked to support this cause that is bringing help to our boys all over the world who are risking their lives every day to keep America free from oppression. Can we do less than provide means for their relief when they are giving so much for us?



CLAUDE M. LYON
. . . search in rain brought sunshine

Loses Wallet, Finds Friends

WHEN Sailor Luca Cavallo finished eating his box lunch, gathered up the sandwich wrappings and tossed them out of his coach window, he also tossed himself into what might have been a serious dilemma had it not been for the help of some friendly railroaders.

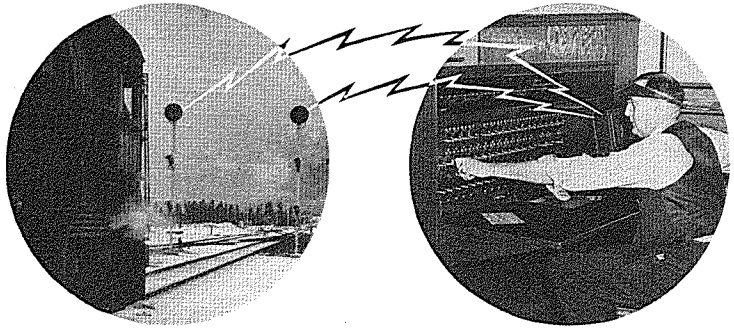
Hardly had the discarded papers left his hand when he remembered that his wallet, containing $100 and pictures of his wife and daughter had gone out the window with them. Frantically he ran through the train until he found Conductor Joseph Olinder and told him what had happened. Checking the next mile post to determine approximately where the wallet had landed, Olinder phoned from the next stop to report the incident to Dispatcher Lloyd G. Ladner at Oakland.

Locating the mile post as being close to Niles, Ladner passed the word along to Operator Ralph Stroupe at that station and Stroupe in turn got in touch with C. M. Lyon, assistant signal supervisor.

It was rapidly growing dark and a heavy rain was falling when Lyon set out on foot in search of the wallet. For nearly a mile he walked in the downpour, investigating with his flashlight every suspicious-looking article in the underbrush adjacent to the roadbed. Finally his search was rewarded, but not before he had undergone a severe drenching.

Back in his office, Lyon was looking over the contents of the wallet to see if they had been damaged by water, when the phone rang. Florence Spencer, telephone operator at Watsonville, was calling. Sailor Cavallo was standing beside her.

When advised of the good news Cavallo wanted Lyon to keep part of the $100 as a reward, but Lyon suggested that if Papa Luca felt he must give a reward he send it to his own little girl.



FINGERTIP CONTROL

Expansion of Centralized Traffic Control to Help Speed Movement of SP War Trains Continues; 229 Miles Already in Operation

UNDER the shadow of frosty Mt. Shasta a mile-long freight thunders past the "all-clear" signal, highballing its cargo of war materials to a Pacific port, where a convoy is being readied to carry supplies to the boys over there. . . .

At a station miles away, Dispatcher C. F. Banish sits before a panel covered with blinking lights and follows every movement of the train as it passes through his district.

Television? No; but the next thing to it.

It's Centralized Traffic Control, commonly called CTC, that enables Banish to "see" the progress of the train.

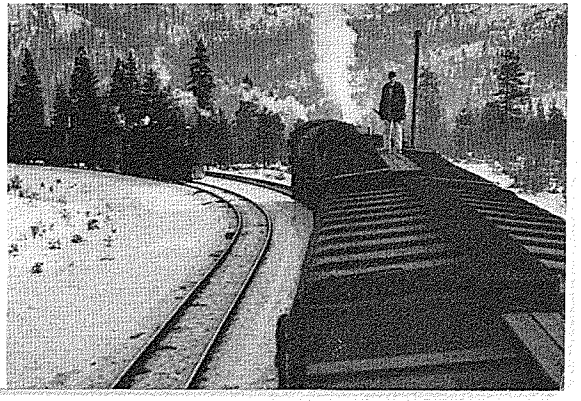
Southern Pacific today has CTC installations on the Los Angeles, Western, Coast, Shasta and San Joaquin divisions. The newest project is now being installed on Salt Lake Division. At present the Company has 229.8 miles of road under CTC and work is now under way on another 58.1 miles. So far Southern Pacific has spent about $4,000,000 on CTC projects besides which more than $2,000,000 has been authorized for expenditure.

Through use of CTC the flow of rail traffic can be regulated by fingertip manipulation of devices that, by electrical control, line up siding switches and set signals to guide an engineer whose train may be in a canyon or on a mountain top miles away from the dispatcher's headquarters. Delays are reduced and the capacity of single track is increased from 50 to 75 per cent. Efficiency of double or multiple track operation is also increased. CTC permits the regulation of rail traffic without the use of train orders.

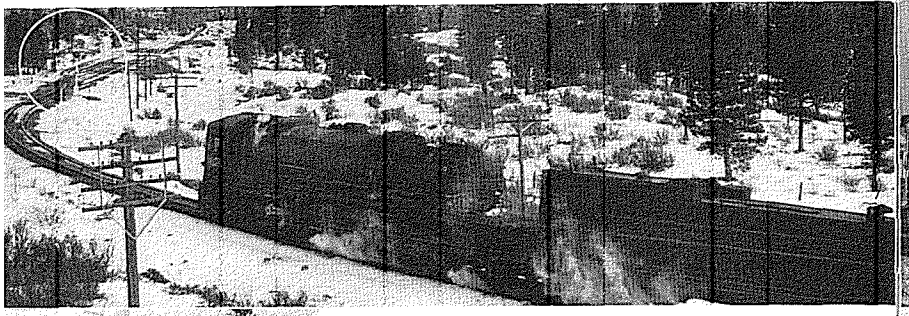
At the central, or control point, the dispatcher determines by means of a series of lights and a train graph on the CTC machine the location of each train in his territory. He expedites their movements and arranges for meeting or passing points between trains by moving small levers and pressing buttons on the CTC machines which operate the wayside signals and switches through electrical remote control so that no stops are required for trainmen to line up switches and practically no delay is caused the trains at meeting or passing points.

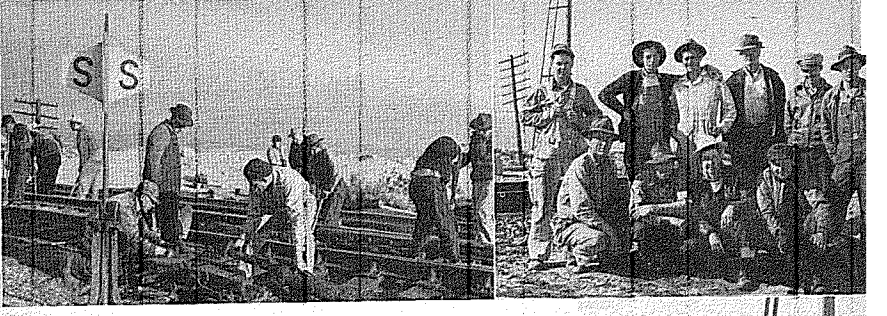
Under the train-order system delays would at times be caused when one train did not make intended running time between sidings, thereby causing the other

(Continued on next page)

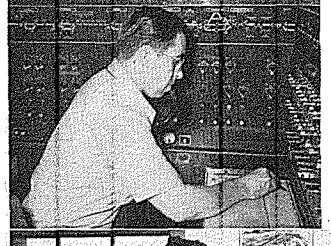


Pictures at top of page show (left) train operating in Centralized Traffic Control territory on Shasta Route, which starts at Black Butte and extends to Redding. Movement of the train is directed from a control point at Dunsmuir by Dispatcher C. F. Banish (right), who determines by means of a series of lights and a train graph on the CTC machine the location of each train in his territory. By moving levers and pressing buttons on the CTC machines which operate the wayside signals and switches through electrical remote control, he expedites train movements. ● Picture at bottom of page shows a mountain meet between two heavy tonnage freights. Through electrical remote control of CTC no stops are required for trainmen to line up switches, thus reducing delay and increasing track efficiency.









train to wait at the meeting point thus retarding the movement of traffic. Under CTC, trains operate according to indications displayed by the controlled wayside signals, which confer authority to trains to move between sidings in the same manner as do the written train orders of the train-order system.

Each CTC machine has a track diagram of the district which is equipped with small lights that automatically light up as the various track sections are occupied by the trains. A glance at this diagram tells the dispatcher at the CTC panel just what portions of the track are in use. He also has for his information an automatic train graph, electrically-controlled, on the table in front of him. On this graph, magnetically-operated pens automatically follow the progress of the trains and record the actual time at which they pass each siding.

The graph also informs the incoming dispatcher of trains previously dispatched and being handled, and the levers on the panel indicate signals displayed and the existing switch positions.

Below the track chart on the control machine is the set of control levers with colored indicator lights by which the dispatcher controls the operation of siding switches. Indicator lights show that switches at sidings have moved to the desired positions and that the proper signal lights have been displayed.

The dispatcher, in event of necessity, can summon signal maintainers to the wayside telephones by displaying a small signal light at the sidings. Separate wayside indicators also warn track car riders —signal maintainers, roadmasters, telegraph linemen, water service, B & B, and section foremen and track patrolmen—of approaching trains so they can remove their motor cars from the tracks.

Signal lights on the panel also warn of landslides or snowslides, tunnel or bridge fires, or of dragging equipment on trains. Roadside telephones are conveniently placed to enable train crews, if it is necessary, to talk with the train dispatchers.

The first CTC installation was made late in 1929 on a 39.7-mile section of track on Western Division between Stockton and Brighton, near Sacramento. At that time it was one of the longest such projects in the country. SP's newest project is now under way on a 43.5-mile section of single track between Vista, east of Sparks, Nev., and Massie, Nev., on the Overland Route. This $1,000,000 Salt Lake Division project will be completed during this summer. Approval has now been given to a 53-mile installation from Lemay, Utah, to Bridge siding, on the Lucin cut-off at a cost of about $1,000,000.

Nearing completion is a 70.4-mile installation between Colton and Indio, Calif., on Los Angeles Division, of which 62 miles were in service as of March 1, 1944. The first section of this unit was cut into service on November 2, 1943. Six of the nine signal gangs working on the Colton-Indio job have been transferred to the Vista-Massie project. Outfit cars are provided for cooking, eating and sleeping at the jobsite.

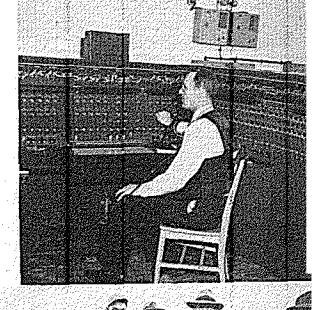
In December 1935, 4.9 miles of single track east of San Jose were placed under CTC when the westside track-relocation project was completed at San Jose. In 1942 a 30-mile section from Redding to Delta was placed under CTC and later that year the installation was extended from Dunsmuir to Black Butte, Calif., on the mountainous Shasta Division, to give a mileage of 80.5 miles.

In August 1942, 16.6 miles of CTC were completed from Santa Margarita to San Luis Obispo, on the Coast Division. On June 1, 1943, 32.3 miles of CTC was cut into service between Bena and Tehachapi on the San Joaquin Division.

CTC has indeed added an interesting chapter to railroading, increasing track capacity, expediting train movements and making possible the thrilling "non-stop" meets of heavy tonnage trains out on the main line.

Signal Engineer R. D. Moore of San Francisco directs the expert staff handling the designing of CTC projects and all other signaling on Southern Pacific, and has as assistants, D. W. Dower and Walter Anderson, assistant signal engineers, and other signaling experts. Field installations are under direct supervision of Anderson, who devotes his entire time to CTC, and R. D. Sheary, superintendent of signal construction.





SHASTA: Rolling along between Dunsmuir and Black Butte, an SP freight train pulled by cab-in-front engine 4174 (top of page) is governed by CTC signal, shown in circle. Signal indication tells engineer whether he is to proceed on main line or pull into siding and wait for passing train. ● Signal Supervisor J. H. Hickey (upper left) and Signal Foreman B. N. Gawley are shown at one of the modern signals on Shasta Route. The "A" indicates an "absolute" signal in Centralized Traffic Control territory, to distinguish from an automatic block signal. ● Picture at left shows details of CTC board. Running along the top of the board is a track diagram on which a series of lights shows the dispatcher the progress of trains through that territory. In addition, trains automatically chart their progress on the graph on the table. Levers and buttons on board control signals and switches. ● Below, from left to right, are: Signal Engineer R. D. Moore, who directs expert staff handling the designing of CTC projects and other signal work on SP; A. C. Jacobson, CTC engineer; D. W. Dower, assistant signal engineer; Walter Anderson, assistant signal engineer; Ralph D. Sheary, superintendent of signal construction on the Colton-Indio installation (see opposite page).





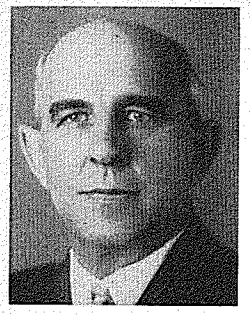




COLTON-INDIO CTC installation is now nearing completion on Los Angeles Division, with 62 of the 70 miles in operation as of March 1, 1944. Picture at top of page (left) shows gang changing spring switch on siding at Garnet. ● Top right shows signal gang from San Joaquin Division, one of many gangs brought in from other divisions to work on the project. Front row, left to right: L. Jarvis, J. Richardson, H. Page, J. Zervic. Back row: M. Minge, H. Ritchie, J. Fry, R. Pennington, F. Kielwasser and R. P. Holland, foreman. Some other gangs are shown at bottom of page. ● Next picture shows part of signal installation work at Dry Camp. Seated at CTC board at Beaumont is H. B. LaFleur, train dispatcher. This is the largest of all CTC boards on SP lines. ● Coast Division gang, below, left, includes (left to right, front row): L. Means, C. Lenander, G. D. Ayers, J. Anderson. Back row: B. H. Forbes, foreman, W. J. Austin, P. Horan, C. Elkins, R. Buell, R. McDonald. Shasta gang, below right, includes (left to right, front row): V. Gill, foreman, F. Kendell, foreman, W. Hinton. Second row: R. J. Wheat, L. W. Crow, T. H. Murphy, P. Worshan, G. Smishek, F. Waddell, C. Gowing. Back row: J. Johnson, C. E. Cline, L. Meyers

C. F. DONNATIN PASSES

Beginning as a Boy of 13 He Won Way From Lowest Ranks to General Manager



C. F. DONNATIN

CHARLES F. DONNATIN, general manager for Southern Pacific, died suddenly in General Hospital, February 23, following a brief illness. During his 52 years with Southern Pacific, Mr. Donnatin became one of the West's most widely known railroad men.

Born in Oakland, March 22, 1878, he began his railroad career with SP in the Stores Department at Los Angeles on July 1, 1891, at the age of 13, and then became a clerk in the Freight Department. In 1894 he transferred to the Operating Department as a caller, then became a telegraph operator and timekeeper. In 1898 he started as brakeman on Los Angeles Division, and was made conductor in 1901. Later he was yardmaster, assistant trainmaster and trainmaster on that division, and in 1917 was appointed assistant superintendent at Los Angeles.

In 1921 he became superintendent on San Joaquin Division and in 1924 moved to a similar position on Salt Lake Division. He returned to his home division, Los Angeles, in 1931 as superintendent, which position he held when he was appointed assistant general manager in 1939. He had been general manager since April 1, 1942.

Mr. Donnatin's career was marked by efficient organization and intelligent direction. His complete knowledge of railroad operation won for him the universal respect of his contemporaries and they often said they knew of no situation he had been confronted with that he could not master.

In time of stress he always had a good word and a pat on the back for the men working with him, emphasizing his thorough understanding of their problems and a full appreciation of their work.

He fostered harmonious relationships among personnel. Employe representatives recognized him as fair and reliable —a man of his word—and business associates had confidence in his judgment.

Mr. Donnatin had planned to retire April 1, 1942, but with the outbreak of hostilities he decided to remain on the job where he was needed as long as he could. He never wavered in this decision despite the urging of friends that he take a well-deserved rest.

He is survived by his widow, Marian Donnatin, who resides at the family home in San Mateo, and a brother, George E. Donnatin, who also has had a long railroad career with Southern Pacific and is now superintendent of the Los Angeles Union Passenger Terminal.

O. B. Schoenky Retires; E. E. Hinchman, Successor

CLIMAXING a career of 51 years in the construction and maintenance of railroad equipment, O. B. Schoenky, superintendent of motive power at Los Angeles, retired March 1. E. E. Hinchman, formerly assistant superintendent of motive power at Sacramento was appointed to succeed him.

Other Motive Power Department appointments brought about by this change include: F. E. Malloy to assistant superintendent of motive power at Sacramento, E. R. Auton to assistant superintendent of motive power at Los Angeles, and Rudolph Ersepke to master mechanic of Western Division at West Oakland.

Schoenky started as a clerk and apprentice with Pullman Company in 1893, coming to Southern Pacific in 1901 as a draftsman. Advancing through various mechanical positions he became superintendent of Sacramento Shops in 1914. In 1917 he was transferred to the same position at Los Angeles and was appointed superintendent of motive power there in 1925.

Hinchman started with Southern Pacific as a junior draftsman at the general office in 1912, advanced to draftsman in 1915, and in 1926 was made dynamometer engineer. In 1936 he was asst. master mechanic at Roseville, moved to West Oakland as master mechanic in 1938, and in 1939 took a similar position at Bakersfield. In 1941 he became superintendent of Los Angeles Shops, and was appointed assistant superintendent of motive power at Sacramento in 1942.

Malloy began railroading with another company in 1913, coming to Southern Pacific in 1925 as a machinist at Douglas, and moved to same job at Los Angeles in 1926. From 1928 to 1937 he was airbrake foreman at Bayshore Shops when he became roundhouse foreman at Watsonville Junction. Later that same year he went to San Luis Obispo as roundhouse and car foreman, and in 1941 was named general roundhouse foreman at Los Angeles. He was moved to Bakersfield as master mechanic in 1941 and the following year returned to Los Angeles as assistant supt. of motive power.

Auton has been with SP since 1911, serving as machinist at Bayshore Shops until 1924 when he became foreman of Mission Bay Roundhouse. He was promoted to day roundhouse foreman there in 1930 and in 1936 advanced to general foreman at Bayshore. In 1939 he was made assistant master mechanic at West Oakland and master mechanic in 1941.

Ersepke entered service with SP in 1918 as a machinist apprentice at Bayshore. He remained at Bayshore until 1936 when the company sent him east as an inspector at the Lima Locomotive Works. He returned to his erecting shop position in 1937 and in 1941 was made foreman of general machine shop, Bayshore. He was promoted to assistant master mechanic at Los Angeles in 1942 and to a similar position at West Oakland in 1943.

Secretary Bull Retires; Succeeded by H. J. Carroll

RETIREMENT of William F. Bull, secretary of Southern Pacific Company, after 44 years of service, and appointment of Howard J. Carroll as successor was announced effective March 1.



W. F. Bull

Bull entered Southern Pacific service as a clerk in the company's general office at San Francisco in March, 1900. He remained there in various capacities until April, 1904, when he was transferred to the office of the director of maintenance and operations of the Southern Pacific-Union Pacific lines at Chicago as chief clerk, later being sent to New York. He was appointed assistant secretary of Southern Pacific at New York in September, 1913, and became secretary in January, 1933.

A former member of the board of directors of the Southern Pacific Company, Bull has maintained his headquarters in San Francisco since July, 1939.

Carroll has been with the railroad 30 years. He began as a stenographer in the office of the treasurer in New York and later was secretary to the chairman of the executive committee. After service with the A.E.F. in France, where he was a master sergeant for a year and a half, he returned to the railroad in 1919 and resumed his position as secretary to the chairman. He was transferred to the office of vice president and controller as an accountant in December, 1920, and in January, 1929, was appointed chief clerk to the chairman at New York. He served in that capacity until September, 1932, when he was appointed assistant secretary of the company, in which position he has served until his recent appointment. He has been at the San Francisco offices since July, 1939. Carroll is a native of Brooklyn, N. Y., and studied at New York University's School of Commerce and Finance.



H. J. Carroll

Julia Mott Retires As EMBA Secretary

MISS JULIA MOTT, secretary of the Employes' Mutual Benefit Association, retired February 1 after more than 36 years' service dating from June, 1907, following a short period of employment in Southern Pacific Company's Tax Department.

During this time Miss Mott has seen the growth of the organization from 1,785 members to the present membership of more than 10,000, to most of whom her name is synonymous with the E.M.B.A. because of her long period of devoted service.

Miss Mott is succeeded as secretary by Mrs. A. C. Shaw, who for many years was assistant secretary.

The E.M.B.A. is a non-profit association of railroad employes of Southern Pacific Company and its subsidiaries, who have banded together to provide life insurance for their mutual protection at a reasonable cost.

During the last five years, the Association has paid out over $800,000 in death benefits. Since 1880, when the Association was incorporated, a surplus of more than $2,500,000 has been accumulated, consisting entirely of U. S. Government bonds and cash.

On January 1 Henly C. Booth resigned as president of the Association and was succeeded by H. I. Benjamin. Frank Mulks resigned as director and was succeeded by P. J. Kendall.

J. W. CORBETT NAMED GENERAL MANAGER

R. E. Hallawell Becomes Asst. Gen. Mgr.; Other Operating Advancements Announced

APPOINTMENT of J. W. Corbett to general manager for Southern Pacific, succeeding the late C. F. Donnatin, was announced March 1 by L. B. McDonald, vice president in charge of operations.

R. E. Hallawell, who has been general superintendent of transportation, was appointed assistant general manager, succeeding Corbett, and G. C. Baker was moved from superintendent of transportation to general superintendent of transportation.

Other promotions announced by Operating Department officials are: C. H. Grant, from assistant superintendent, Salt Lake Division, to superintendent of transportation, and J. A. McKinnon, from trainmaster, Tucson Division, to assistant superintendent, Salt Lake Division at Sparks.

Corbett began his railroad career in 1912 with another company and came to Southern Pacific in 1915 as telegrapher at Portland, moving to Shasta Division that same year as telegrapher and relief agent. After serving 18 months with the army during World War I he returned to Shasta Division where he was train dispatcher and division examiner. In 1928 he was appointed trainmaster and served in that capacity on several divisions. He became assistant superintendent of Portland Division in 1937, and assistant to general manager in 1939. He moved back to Portland Division in 1941 as superintendent, a position he held until his appointment to assistant general manager in 1942.

Hallawell's service record with Southern Pacific dates back to April 1914 when he began work as a clerk. He advanced through various positions to assistant trainmaster, Coast Division, in 1920, and later that same year was named supervisor of transportation, Northern District. Beginning in 1925 he was successively transportation inspector, chief clerk in general manager's office, San Francisco, and manager of the former Interurban Electric Railway. In 1940 he became assistant superintendent, Sacramento Division, and in 1942 moved to a similiar position on Los Angeles Division, from which position he was made general supt. of transportation in 1942.

R. E. Hallawell G. C. Baker





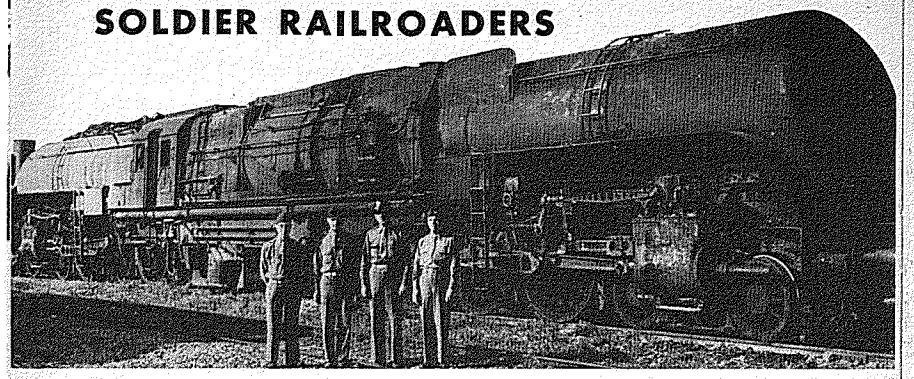
J. W. CORBETT

Baker's career began in June 1918 as telegrapher, followed by dispatcher, and agent-telegrapher on Tucson Division. In 1932 he was named dispatcher on Rio Grande Division, appointed dispatcher of Tucson Division in 1936, a position he filled until he became assistant superintendent of transportation at SF in 1939. In 1942 he was made superintendent of transportation.

Grant entered Southern Pacific service at Portland in 1921 as a train dispatcher, with previous railroad experience, including service as trainmaster with the AEF in Siberia during World War I. In 1931 he moved to Sacramento Division as train dispatcher and in 1936 was named assistant system examiner. Later that same year he returned to Portland as dispatcher and after holding various positions became asst. supt. in 1942. He was appointed assistant superintendent of Salt Lake Division in 1943.

McKinnon began as a brakeman on Coast Division in 1923, where he advanced to conductor in 1929 and to assistant trainmaster in 1940. In 1941 he became trainmaster on Shasta Division and in January 1942 moved to Tucson Division as trainmaster.

SOLDIER RAILROADERS



AFRICAN MONSTROSITY is what one might call this queer locomotive, but it looks pretty good to the men over there when it pulls up with a trainload of precious supplies. Among the SP men to whom it is a familiar sight are (left to right): Lieutenant John R. Davidson, former foundry supervisor, Sacramento; Captain Hilburn T. Anderson, assistant master mechanic, Tucson; Lieutenant Colonel John J. Daugherty, general shop foreman, T&NO, Houston; and Captain George E. Garrett, chief clerk, T&NO, Houston.

Southern Pacific Men Play Important Part in Heroic Job of Hi-Balling Trains for Uncle Sam on Allied War Fronts

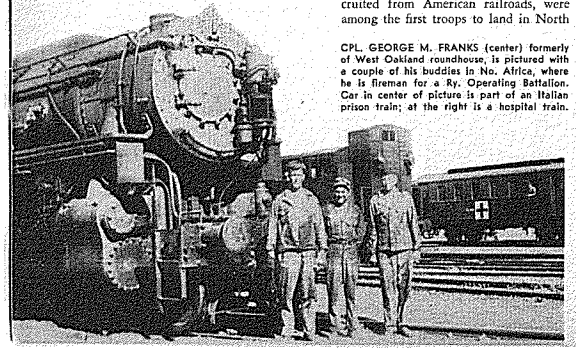
(This story is based primarily upon a number of articles released by the War Department, for which credit is hereby given, on the heroic services of members of the Military Railway Service. The dispatches mention Southern Pacific men of both Pacific and Texas & Louisiana lines.)

Carrying on under fire, over strange roads, with strange equipment (until something better came along) and on treacherous routes, American railroad men—Southern Pacific men among them—have achieved brilliant records on foreign battle fronts in heroically upholding the highest traditions of good railroaders and good soldiers.

Doffing their business suits and blue denims, and donning soldiers' uniforms, they took over the hazardous role of operating military railways in overseas theaters of war as members of America's proud units of the Military Railway Service, Transportation Corps, Army Service Forces.

Of their performance, Maj. Gen. Charles P. Gross, chief of the Army Transportation Corps, one of the technical services of the Army Service Forces, of which Lt. Gen. Brehon B. Somervell is chief, had this to say in an article which appeared in the February *Bulletin:*

"American railroad men have achieved a brilliant record of heroism and untiring work in the Mediterranean theater where they have completed twelve months of operations under battle conditions. Railway Operating Battalions of the Transportation Corps, Army Service Forces, made up mostly of men recruited from American railroads, were among the first troops to land in North Africa, Sicily and Italy. Their story is one of courage and ingenuity, the story of how they delivered the goods to the men at the front—and got the goods there on time—despite enemy gunfire and bombs and wreckage left by wholesale demolition."



CPL. GEORGE M. FRANKS (center) formerly of West Oakland roundhouse, is pictured with a couple of his buddies in No. Africa, where he is fireman for a Ry. Operating Battalion. Car in center of picture is part of an Italian prison train; at the right is a hospital train.

General Gross, in his excellent review of Mediterranean operations, cited also that "military railway units are daily moving vital war supplies to front line troops through the deserts and mountains of Iraq and Iran, the snow banks of Alaska, and the tropical jungles of South Pacific islands."

Col. John A. Appleton, chief of the Rail Division, Transportation Corps, Army Service Forces, following a visit early in 1943 to Iraq, Persia and other points, previously had declared in an excellent account of his trip, "I have seen American railroad men in the uniform of the United States Army in many parts of the world. They are doing a tremendous job." In civilian life Col. Appleton was general manager of the New York zone of the Pennsylvania Railroad.

General Gross' number one railroad man in North Africa is Brig. Gen. Carl R. Gray, director general of the Military Railway Service and in civilian life executive vice-president of the Chicago, St. Paul, Minneapolis & Omaha, then serving under Gen. Dwight D. Eisenhower. He is described as colorful, capable and popular. One of those mentioned as having been with General Gray was Lt. Col. J. J. Daugherty, of Houston, Tex., genl. shop foreman, Southern Pacific's Texas & Louisiana Lines, who commanded a front-line shop battalion.

The Military Railway Service, according to a War Department release, boasts a brilliant record, first established in the Civil War and carried on during the World War, for prompt and efficient transportation of soldiers and supplies.

"The service comprises a Railway Engineer Headquarters and subordinate units designated as Railway Grand Divisions, Railway Operating Battalions and Railway Shop Battalions," says this information. "Basic units are the operating and shop battalions. Each operating battalion operates and maintains a railroad division (50 to 120 miles) and each shop battalion is equipped to effect major repairs."

Three Units Staffed

Southern Pacific's Pacific Lines furnished all or part of the officer personnel of three SP-sponsored units called by the Transportation Corps, while other SP men went singly and in groups into units sponsored by other American railroads.

First (Pacific Lines) unit called was a Railway Shop Battalion. This unit was called in October, 1942. The commanding officer was Lt. Col. F. E. Russell, Jr., formerly Southern Pacific assistant superintendent of motive power, Los Angeles. He was assigned as general shop superintendent.

Next went a Headquarters Company, Railway Grand Division, called in April, 1943, and commanded by Lt. Col. Stanley H. Bray, formerly Southern Pacific road foreman of engines, West Oakland, who was assigned as general superintendent. The detachment was awarded one of the highest ratings ever received by a railway unit at their camp.

Third unit was a Railway Operating Battalion, activated in November, 1943, and commanded by Maj. W. H. Marlin, engineer on Salt Lake Div., Ogden. He was assigned as division superintendent.

Texas & Louisiana Lines of SP sponsored a Railway Operating Battalion. Lt. Col. R. F. Williams, former trainmaster, Lafayette, La., was commanding officer.

Southern Pacific as a whole, meanwhile, has contributed more than 14,676 men to all branches of Uncle Sam's hard-hitting forces—some of whom kept right on railroading after donning khaki and becoming members of M.R.S. units.

Speak "One Language"

Railroading in North Africa brought together U.S., British and French military, French civilians and Arabs. Yet, regardless of their native tongue, they all spoke the language of railroading—even though some had to quickly learn new railroad terms. For instance, they learned from a book by General Gray, that a "watchman's shanty" is a *"maison de garde,"* a flag station is a *"halte,"* a siding is a *"garage,"* a track a *"tablier de voie,"* a station is a *"gare,"* and a water tank is a *"chateau d'eau."*

A PACKAGE FROM HOME, this Baldwin locomotive was received with cheers of American railroaders as it was unloaded at a port in the Middle East. A welcome sight, indeed, in contrast to some of the strange and inadequate equipment the men have come in contact with since they've been overseas.





LT. COL. FRED SWIERSKI, former general yardmaster at Eugene, shown hastily dismounting from a North African locomotive, explained that the rush wasn't occasioned by an air raid alarm. "It was mess call," he said.

"Tonnage," according to a War Department release, "rolls in a variety of stock ranging from World War type *'40 hommes, 8 chevaux'* box-cars to modern steel gondolas brought from the United States. It is pulled over standard and meter-gauge tracks by locomotives ranging from electric, diesel-electric, and steam, and in vintage from 1899 to just before the war. More and more sturdy U.S. locomotives are supplementing the French 'machines.'"

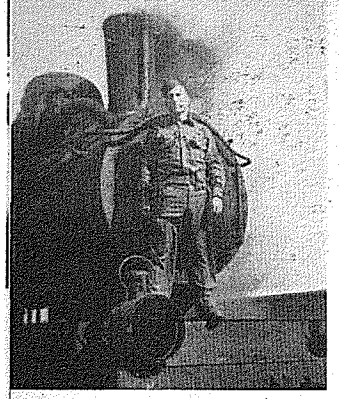
Customs, too, are strange. "GI engineers and firemen have become used to standing in the cabs by this time for French locomotives carry no seating accommodations," reports a War Department release. "On occasion an engine crew has stood as much as 30 hours on one run without relief."

"Like as not," adds the dispatch, "the caboose becomes a haven for an assortment of deadheads including some French soldiers, civilians and as many Arabs as can crowd in. Probably the Arabs will be accompanied by a variety of livestock such as chickens, goats and sheep."

Tunnel Thriller

T/4 Paul Martin, of Madisonville, Tex., in civilian life a fireman for Southern Pacific, gives some idea of the hazards which were encountered in North Africa railroading by describing, in a War Department story, a trip through a particularly dreaded tunnel, one of many, on a steep, winding and adventurous run:

"There is absolutely no ventilation in this tunnel," he reported. "We hit the mouth climbing, take a big breath and



CHARLES F. BAGLEY never saw any engines like this one in North Africa while he was fireman on Tucson Division. Charles is the son of Sam Bagley, engineer on Tucson Division.

hang on. Within a minute, it is next to impossible to breathe. The noise is deafening. It is blazing hot. We get right down on the deck and lie there. Sometimes she starts slipping and then I have to get up and ease her out of it. When I do that, I get new respect for my fireman because most of the time he has to stand there and feed her."

In this same release, telling of the heroic exploits of Engine No. 1864—a North Africa combat veteran—T/4 Oswald B. Dusina, former SP employe of Oakland, Cal., is credited with once sparing the engine from an unscheduled trip which might have ended in disaster. He detected a stranger in the cab busily pulling levers and turned him over to the military police. The would-be-engineer proved to be an adventufous seaman who just wanted to see the countryside.

Naples Yard Scene

Some idea of what the Americans found on the Rome-Naples railroad and Naples Yards is supplied in another War Department release telling of the work of American railroaders in Italy. Said part of the story:

"An examination of the yard with Capt. Hilburn T. Ankerson of Tucson, Ariz., who came from the Southern Pacific and was acting as sort of general yardmaster, revealed more than 4000 box cars wrecked; 600 tank cars of no value except to block the right of way; hundreds of miles of rails torn up; frogs and switch points blown with an exactness that showed the viciousness of the German; booby traps placed in unsuspecting places along the ties near the fish plates; rails blown with such terrific force that even though the switch plates held, the ribbons of steel were wrapped around a telegraph pole 15 feet from the ground. There were craters 15 feet deep in the tracks and engines that had charges dropped down the exhaust stacks so that when they went off they blew the entire front of the engine out, some of the heavy parts landing 100 feet from the locomotive. But despite these obstacles there were 2½ miles of the road operating in five days. . ."

On Iranian Front

American railroaders overcame differences of language and custom, inadequate means of communication, extreme temperatures and other obstacles in hauling supplies across Iran to the Soviet Army, Col. Appleton's earlier report related.

"From the Persian gulf to the Iranian capital of Teheran, a distance of approximately 600 miles, mixed crews of American railway troops and Persians operate American-built trains," he reported. "Train orders are written in both English and Persian, and at each signal block station, there is one American and one Persian operator. From Teheran to the Russian border, the trains are operated by Persians under the jurisdiction of the Russians." Southern Pacific railroaders were among those who highballed the war freight over the Iranian rails.

Tribute to a railway operating battalion in Alaska, "some of whose members had highballed Southern Pacific trains through the High Sierra," is recorded in the November 27, 1943 issue of The Saturday Evening Post in an article by Capt. Richard L. Neuberger detailing train operations through cruel Arctic blizzards. Temperatures reached 68 degrees below zero before operations ceased.

These are the stories of just a few of our Southern Pacific men, as told in War Department releases. The story of America's soldier-railroaders, our own SP men among them, is not complete of course. Each month in the military column you read about these and other soldier-railroaders as the *Bulletin* hears about them. They are each day adding new chapters and winning new honors for exploits unparalleled in railroad history and fellow railroaders are proud of this fine body of fighting men.



FROM SICILY, Pfc. Paul Slaughter of the 727th, formerly with a track gang at Salem, Ore., sent this picture of himself to his wife. One of the first to land in Sicily, Paul has been cited for courageous action in saving vitally needed supplies from destruction.

Operates African RR From Sultan's Harem

WHEN P. G. Matson was chief train dispatcher of the Northwestern Pacific, he was content to perform his duties in the typical surroundings of a dispatcher's office. But since receipt of a report on his activities as captain in the American Military Government in North Africa, his former co-workers are wondering whether they will ever be able to fit him back into the picture upon his return to the United States.



Capt. P. G. Matson

Pete, who is a veteran of World War I, in which he was an officer of the 320th Field Signal Battalion, is now military transportation officer in charge of a railroad in North Africa, which is considerably larger than the one on which he functioned in California.

Quartered in a Sultan's palace, Captain Matson occupies a large bedroom, on the floor of which is what he describes as the largest, whitest bear rug that one ever stepped on. Adjoining the bedroom is a living room equally well furnished, and an eating alcove.

"It is more beautiful than a Hollywood set," Pete says. "The floor of the suite is teakwood, hand laid in beautiful patterns. The former occupants left in such a hurry that they left dishes with gold-encrusted coat-of-arms and equally elaborate silverware, not to mention tapestries, statuary and paintings which are truly worth a Sultan's fortune."

When working on the road, Matson has a special train assigned to him consisting of a locomotive, an armored car and a private car for office purposes.



WAR MOTHERS, WIVES AND SISTERS in San Jose car repair department who are helping SP do its war job while their sons, husbands and brothers are serving with Uncle Sam's armed forces. Left to right, standing: Margie Grove, Ethel Stevenson, Grace Perry, Virginia Lansford, Lou McClish, Ethella Davis, Eleanor Santos. Front row: Glenda Grove, Rose Moore, Catherine Mico, Tillie George.

8,000 MORE JOBS TO FILL

WHY are nearly 4,000 women working in SP jobs formerly held by men—jobs where overalls and grease smears are the rule? Why are men, eligible for retirement after many faithful years of service, staying on the job? Why are veterans who have retired returning to work?

One reason is that men and women who have sent their loved ones to war are aware that they can help keep war supplies rolling to them by working on the railroad. In the case of the women, many of their men have been SP employes for years and when SP's call for help came they felt it was a chance to help the war effort.

The traffic burden forced on railroads by the war created an acute labor shortage. Southern Pacific still needs 8,000 more workers. Every employe can do his or her part to fill those 8,000 jobs by urging friends, relatives, neighbors and acquaintances to come to work for SP. Recruiting tips should be directed to Superintendents' Offices or SP Employment Offices, 33 California St., SF, 337 13th St., Oakland, and Room 509 PE Bldg., LA.

Typical of people who are helping SP meet its labor needs are the women of San Jose's Car Repair Department, shown in the picture above. Twelve of the 22 women employed there have sent a total of eight sons, six brothers and two husbands into the armed services. Tillie George has three sons in the service, one of them a prisoner in the Philippines. Catherine Mico has two brothers in the services. Ethella Davis' husband is Corporal Arthur J. Davis, and she also has two brothers in the war. Margie and Glenda Grove's brother is with the MP's. Ethel Stevenson's son, Virgil, is an Air Corps gunner. Grace Perry's son is a petty officer in the Navy. Virginia Lansford's son is attending Navy hospital school. Lou McClish's husband is Corporal Roy McClish. Eleanor Santos has given her son to the Army. Rose Moore has a brother in the Navy. Ora Robison has a son in the Navy.

Charles Grubbs (below, left) came out of retirement to take over a telegrapher's job and is now working at Beaumont, Calif.—for the duration. He started as telegrapher for SP in 1897 and was dispatcher and then assistant chief dispatcher at Roseburg, Oregon when he retired. He returned to work in September 1942 and has been working wherever needed as telegrapher and train dispatcher. From 1932 to 1936 Grubbs was California state assemblyman, and more recently a motion picture distributor.

CHARLES GRUBBS came out of retirement to lend a hand to SP during the war emergency and is working as telegrapher at Beaumont.



At Dunsmuir, Vinita Bissell, mother of three, is proving that women can be water service workers and do a good job of it, too. "Butch" Parker, foreman, says, "She's a mighty fine helper." Vinita's is quite an SP family. Her husband, Francis, is ticket clerk; her sister, Glennis Mitchell, is caboose supply-woman; brother, Cliff Flowers, is a baggageman and expects to join the armed forces soon. Besides these Vinita has a brother-in-law working for SP; a sister-in-law, Helen, is SP telephone operator; and a 16-year-old daughter, Virginia, works extra.

-V-

Time Marches On again at the home of "Sparky" Heilbron, *Bulletin* reporter at Roseville. And thereby hangs a tale.

Long before the war Mrs. Heilbron bought an alarm clock. For several years the clock did its duty, ticking off the seconds and bursting into alarm once every twenty-four hours to rouse "Sparky", from peaceful slumber.

Then came the war. With it, the clock threw up the sponge. One morning there was no alarm and the head of the household used the best excuse he could for being late on the job.

The clock was jiggled 'til its insides rattled, was turned on its back and stood on its head; but still no tick. All the towns in the vicinity were searched for a new timepiece without avail. Mrs. Heilbron tried to have the clock repaired but jewelers said they were too busy.

Then one day, in a remote part of Sacramento, she located an old time watchmaker who said he'd fix the clock, which he did for $3.50. The clock originally cost $2.50.

Mrs. Heilbron now has a clock for an outlay of $6, but says she wouldn't sell it for $600. And "Sparky," we presume, is getting to work on time.

VINITA BISSELL is proud of the contribution she is making to the war effort in her job as water service helper at Dunsmuir.



Dear Folks:



Wm. G. Krantz, former Western Div. freight clerk, now chief dispatcher for the first group motor pool in England, typifies all the boys in the armed forces who seize every opportunity to write letters to the folks at home. Excerpt from the V-Mail letter at the left, written by Arthur B. Pickthorn, appears in the article below.

DURING the past several weeks the mail has brought an ever-increasing flow of letters from our boys in the fighting services all over the world in reply to the Christmas greetings sent by President Mercier in behalf of the Southern Pacific family.

These letters, addressed to YOU, are more than a message of thanks; they are an expression of hope and courage and determination for a victorious future, strengthened by confidence and faith that all of us on the home front are backing them with everything we've got.

So numerous are the letters that it is impossible to reprint any large portion of them, but the following excerpts from a few selected at random summarize the sentiments of our fighting railroaders.

Lt. **Donald J. Arnett,** USN, formerly of LA Shops, now somewhere in the Pacific: *"Your Christmas card was the first one to reach me this season. The company's thoughtfulness could not have been better expressed. I am sure these greetings will be deeply appreciated in every part of the world by men who receive them. It gives me a satisfied feeling to know that I am part of the SP family, which is doing so much to further our victory. In my opinion American ingenuity and production are two of the most important factors that will win this war."*

Pfc. **Robert Sanner,** USMC, formerly of LA Division: *"Your very nice Christmas card came several days ago. A man in the service really appreciates things like these because they remind him that the people back home still remember him. In my mind the democratic way the SP treats its employes is typical of the American way of living."*

M/Sgt. **Eric F. Anderson,** Salt Lake Division, now somewhere in Europe: *"Many thanks for the Christmas card. It was more than just a card, it acted as an inspiration to know that the SP Co. has kept track of its many employes in the armed forces. I'm sure such little remembrances do a lot to inspire the boys to do their best to get this war over and return to the States and the SP."*

Pvt. **George R. Mohr,** Ry. Transport Corps, in Africa, formerly of Sacramento Shops: *"The Christmas card made me very happy to know that my railroad has not forgotten me. My deepest thanks for your remembrance."*

Pfc. **Arthur B. Pickthorn,** formerly of Shasta Division at Dunsmuir, now in England: *"It was surely good to hear from my Southern Pacific associates and members of the SP family and to know that we have their backing as is shown in so many ways."*

Cpl. **E. R. Bianchini,** Salt Lake Division, now with U. S. Engineers overseas: *"Thank you very, very much for the Christmas card. It was really nice. I know that you are all giving us your utmost support for a speedy victory. I surely wish I could have been home for the holidays, but there's a big task to be done over here and the sooner the better. I'm proud to be a soldier of the U. S. Army. Just pass this along to all: there's no place that I've seen yet that compares with our good old USA. Victory will be ours—and how."*

Lt. **Theron J. Oaks,** San Joaquin Division, now overseas: *"I want to thank you for the encouraging and inspiring Christmas card. My only wish is 'may we all soon be together again.'"*

F 1/c **Ernest N. Black,** Tucson yard, now in the Navy: *"Just one of your boys reporting to thank you for the nice Christmas card. With it I had a warm feeling, because I know every SP man and woman at home is with us boys 100 per cent. Believe me, it is a grand feeling to know we have a great country to back us. Our constant thoughts are of a complete victory and returning to our families and jobs."*

Capt. **Charles F. Smurr,** former DFA, Pasadena, now somewhere in England: *"We who are so far from home are sincerely grateful to those of you who remember us, especially at this time of the year when all families gather to celebrate the great holiday season of our country. We know the great problems you face and the wonderful job SP is doing. We see the results over here in the great movement of freight, men and materials and fully realize the effort required to carry out such a program."*

All letters have been placed on a special file by President Mercier and he says they will constitute one of his most cherished possessions—"something we will always keep to remind us of the grand spirit of our fighting men and women."



$12,000 INVESTED IN WAR BONDS is the record set by these 12 members of the Bayshore relief outfit as their part in the Fourth War Loan Drive. Front row, left to right: Fred Schuenberg, asst. foreman; Christ Callas, Vic Brain, George Kallas, C. Tulich, S. Parino. Back row: O. Conti, A. Madauhs, N. Panteleon, A. Marcelli, E. Rugani, foreman, R. Pasco. Leading buyers were Brain and Kallas with $3,000 apiece; Callas, $1,500; Tulich, $1,300.

WAR BOND HI-LIGHTS

SOUTHERN Pacific men and women chalked up some praiseworthy records of War Bond buying as they helped back the attack during the Fourth War Loan drive.

Tucson shop employes held a War Bond rally, at which about 1,000 men and women pledged to buy some $37,000 worth of bonds in addition to their regular payroll deductions. The rally featured movie stars Marjorie Rambeau and Charles Winniger, who were accompanied by service men. Spirited remarks of men who have seen action in the war did much to spur Bond sales.

Frank G. Benavides, freight carman at El Paso Shops, backed up his son, Luis, who is a Marine somewhere in the Pacific, with a $1,200 War Bond. Frank also bought a $1,200 Bond during the Third War Loan drive, a total of $2,400 worth of War Bonds in the last two drives in addition to those purchased through payroll deductions.

Twelve relief car men at Bayshore (see picture above) put $12,000 into War Bonds when Christ Callas and Vic Brain suggested they all get together and buy their Bonds at one time. Vic and George Kallas each bought $3,000 worth, Callas took $1,500, and C. Tulich $1,300 worth, with the rest of the men making up the difference. All the men are 100 per cent on payroll deduction, putting well over 10 per cent of their checks each month into Bonds, and now they're waiting for the Fifth War Loan drive to repeat, or even better, their record. Their patriotic support of the drive brought praise from Master Mechanic L. T. Fife and Master Car Repairer W. J. Costello. Most of the men have sons or brothers in the armed services.

George M. Leslie, car service agent at Portland, has gained high honors as a War Bond salesman due to his making cash sales of about $10,000 worth of War Bonds during the Fourth War Loan drive. Through special arrangements with a local bank Leslie carried a supply of blank bonds, which he filled out on the nearest typewriter when he made a sale. A considerable part of one evening was spent typing out twenty $50 bonds for a customer who desires to make his investment in small denomination bonds. Besides making cash sales among his friends and acquaintances, Leslie acted as auctioneer at his local theater during a community bond rally, placing donated merchandise under the hammer. For example, a grocery store would donate a sack of flour which might be auctioned for $25. The purchaser would pay $18.75 and receive the flour plus a $25 War Bond. The auction resulted in the sale of $5,175 worth of bonds.



Geo. M. Leslie



Besides fighting the war with weapons SP service men are also fighting with Bonds. At Lincoln, Neb., Army Air Field, Capt. Phillip Sullivan, formerly of Aud. Pass. Accts., SF, started off the Fourth War Loan drive by buying a $1,000 Bond. By the end of the first day men at the field had chalked up sales of $7,087.50.

At Oakridge, Portland Division, Bond sales were promoted by a poem written by Verna Bier, daughter of Roundhouse Foreman John Bier, entitled "Next Pay Day." Widely circulated, the poem stressed the point that continually putting off buying a Bond until "next pay day" won't do much to help a man who is fighting for his life today.

- V -

When Boomer took up his abode in a switch shanty at Roseville yards several months ago he was a homeless, half starved pooch. However, the men adopted him as their mascot and he soon fattened up on the scraps of lunches given him by scores of yardmen who gather at the shanty to eat. Although Boomer, an over-grown fox terrier type mongrel, is rather old, a bit deaf and slightly blind he recently started leaving the yard, which is outside the city limits, and formed the habit of using the town streets for his exercises. Fearing he may be picked up by the poundman, the yardmen took up a collection to buy the dog a license, but they were informed Boomer needed no license as he was a county dog. So, the men asked Boomer what to do with the money and with a "wuff-wuff" he consented to donating the money to the Red Cross. Today the rail mutt *is* the owner of a 1944 certificate of membership in the American National Red Cross, with a paid up contribution of $3.00, and made out to "Boomer".

PREVENT FIRES!

A HOSTLER on another railroad recently fired a locomotive after hot oil had overflown into the pit from the tender. When the torch was placed in the firebox all the oil ignited, setting fire to the roundhouse and seriously damaging 12 locomotives. At another roundhouse a welder impinged the flame from his torch on a creosoted post resulting in a fire that destroyed nearly all the structure and a number of locomotives.

Reviewing these and other fires which have caused widespread damage to railroad facilities, U. S. Attix, general fire inspector, cites the ever-present need for fire prevention and quick control action when fires occur. Railroad fires are a weapon in enemy hands, he states, since every piece of railway equipment is playing an important part in the Allied war effort. Upon every individual working on the railroad is imposed the responsibility of doing all he can to make sure nothing interferes with the movement of vital war materials. Preventing fires is one way everyone can help insure prompt delivery of war goods.

To assist in preventing and controlling fires, brigades similar to the one at Oakland, shown on this page, have long been organized at various points on the system. Motorized equipment has been installed during recent years at Bayshore, Bakersfield, LA Shops, Tucson, Sacramento, Roseville, Sparks, Brooklyn and Oakland. It is intended to outfit all major stations with similar equipment. These motorized units are replacing the present hand trucks.

Typical of SP fire brigades is the one at West Oakland. If a fire starts an alarm is flashed by gong and a tape to the creosoting plant and boiler plant. There are 24 fire alarm boxes in West Oakland yard and nine at Oakland pier, each with a number that is automatically given when the alarm is turned in. When the alarm is received a whistle at the creosoting and boiler plants sounds the general alarm calling fire fighters from their various jobs. They dash to the fire station and, according to the number of the box given in code by the alarm, determine the location of the fire by means of the fire alarm code board which lists all the alarm box numbers and their location. One or more of the four hose carts strategically placed in West Oakland yard are brought to the scene of the fire to assist the truck crew in fighting the fire.

But prevention is worth more than cure. Safe practices and the elimination of fire hazards is more effective than fighting a fire after it breaks out. Damage can be prevented without loss of manhours, but once equipment has been destroyed, restoration of facilities requires precious time and materials that otherwise might be used to produce new and additional equipment with which to help fight the war.

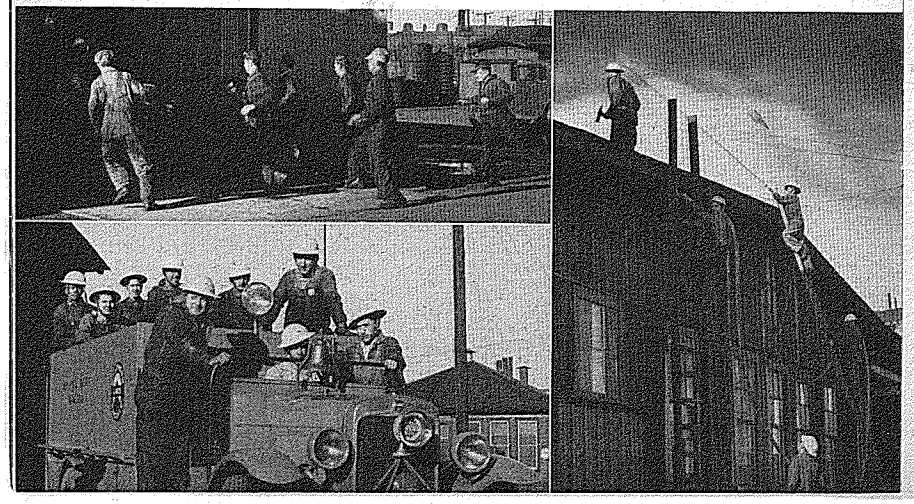
Fires can be prevented by properly spotting locomotives so that engine smoke stacks line up with smoke jacks in roundhouse roofs, and by being sure there is no oil in the pit when firing-up an engine. Wiping rags and waste that are saturated with oil or paint should be carefully discarded. Careless disposal of cigarettes, cigars, and matches should be avoided. The proper methods of handling lamps, lanterns and welding equipment should be learned and practiced. Faulty wiring should be eliminated and gasoline and other flammable materials handled with the respect due them. Overheated, unattended, and improperly installed stoves constitute serious fire hazards.

Employes should acquaint themselves with fire prevention instructions, know the location of fire alarm boxes and fire fighting equipment such as fire extinguishers, and keep themselves ready to answer any fire calls. They are urged to become fire-prevention minded and make fire inspection part of their daily duty.



FIRE-ALARM BOARD at West Oakland yard shows location of fire-alarm boxes at West Oakland and Oakland Pier. At board (left to right) are: Fire Inspector H. H. Rickard, Wm. R. Jones, mill foreman, and W. S. Lowry of master mechanic's office. Jones is chief of the fire brigade; Lowry heads air raid, first aid and fire prevention at West Oakland.

WEST OAKLAND FIRE BRIGADE goes into action! At the sound of the alarm, men rush to the fire house, where they don fire-fighting gear and in a few moments are away to the scene of the fire. Members of the brigade are Wm. R. Jones, chief, Harvey Zager, L. Ramos, Herman Avelar, Albert Hunter, Roy Howard, Edward Raphel, Victor Christian, Percy McGrea, Gabriel Rodriguez. Drills are held regularly.



Operating Results

FOR the month of January, 1944, Railway Operating Revenues of Southern Pacific Transportation System amounted to $51,562,191, or $8,560,825 more than the revenues for the same month of 1943; a 20% increase.

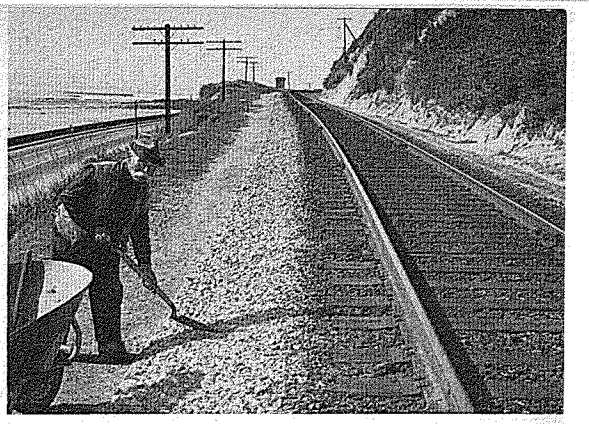
During the same month Railway Operating Expenses were $33,889,841, or $7,629,245 more than the expenses for the same month of last year; a 29% increase.

Railway tax accruals, including $9,328,167 for Federal taxes, and $1,246,803 for other taxes, totaled $10,574,970, or $3,351,147 more than such accruals for January, 1943. After deducting taxes and $1,913,446 of net rentals for use of equipment and joint facilities, there was left Net Railway Operating Income of $5,183,934, or $2,757,839 less than the net railway operating income for January, 1943; a 35% decrease.

Out of Net Railway Operating Income, and Other Income consisting of dividends and interest on securities owned, rentals and miscellaneous income, must be paid the interest on bonds and equipment trust notes in the hands of the public, and other fixed charges. For the month of January, 1944, the final result was a Net Income of $3,405,091, which compares with a net income of $5,847,266 for the same month of last year. Net Income for the entire year of 1943 will be shown with the annual report in next month's *Bulletin*.

-V-

Central District headquarters office for passenger traffic, in charge of F. E. Watson, general passenger agent, were moved from San Francisco to Oakland March 1. The newly-furnished offices are located in the Tribune Tower, 13th St., which is the same location for offices of Garnett King, assistant general passenger agent, and Charles H. Mueller, district passenger agent for the East Bay. The Central District includes northern California to and including San Luis Obispo and Bakersfield (except San Francisco and the Peninsula); Klamath Falls; most of Nevada, Utah, southern Idaho, southern Montana and western Wyoming. Watson is also general passenger agent for Northwestern Pacific.



GOOD HOUSEKEEPER: Cipriano Ramirez, track watcher on the Los Angeles Division, takes pride in keeping spic and span the roadbed along the Dulah section where he works. The results speak for themselves in this picture.

"Neat as a Pin"

ON the Dulah section of the Los Angeles Division, where the main line skirts the Pacific Ocean at the base of high and precipitous cliffs, Cipriano Ramirez keeps an alert eye on the weather-beaten slopes to see that dirt slides or rocks which occasionally come tumbling down do not lodge on the track. Should this happen, signals are provided so that Ramirez can, by pushing a button, stop trains from entering the endangered area.

By restoring misplaced ballast and otherwise acting to keep the stretch of track he was assigned to patrol neat and clean he has made the Dulah section a sort of show place. Over the years he has maintained this piece of track in such an immaculate condition that it has attracted the attention of officers and passengers traveling over the line.

Born in the state of Jalisco, Mexico in 1882, Ramirez worked in his native country as a candymaker. He moved to El Paso in 1910 when he went to work for Southern Pacific as a section laborer. He has raised a family of four girls and three boys and owns a home which is as neat as the stretch of railroad he so painstakingly cares for. He has been at his present location since 1911.

Ramirez is justly proud of his home, his section of track and the fact that he is a regular purchaser of War Bonds. And Southern Pacific is equally as proud of him. Through the pride he has taken in his work, Ramirez has demonstrated that it isn't the job alone that counts but also the way it is done.

SP BRIDGE LINKS ALASKA HIGHWAY: Once a part of Southern Pacific's line through Shasta Canyon, these sturdy steel deck trusses have become a part of the Alaska Highway, spanning the Muskwa River up in the frozen North. Use of the trusses on the railroad was discontinued when the Shasta Line was relocated as part of the Shasta Dam project.





John Nickerson, Pass. Traffic, SF | James Kapfenberg, Western | G. W. Larson, Coast | Harold McVicar, Aud. Frt. Accts. | Gabriel Gonzales, El Paso Stores | Wm. J. O'Brien, Aud. Pass. Accts. | Victor Baruffaldi, Sacto Shops | Paul Kerr, Rio Grande | Jose R. Gonzales, Coast | Edward Garoppo, Western | T. E. Dorough, LA Shops | H. B. Fowler, PMT, Santa Rosa | J. P. Nieto, Jr., Sacto Shops | Wm. L. Adams, San Joaquin | Fred Haines, Jr., Los Angeles | Norman Bedford, Salt Lake

Tyrus Branam, Sacto Stores | Robert Bino, Portland | Clifford Brown, Los Angeles | George Cochran, Sacto Stores | David Snively, Jr., Western | James Bays, Coast | Kayton Nesbitt, Mail & Exp. Traffic | Vincent Liotta, Coast | Harry C. Spencer, Rio Grande | Robert Irwin, Tucson | Elmer Hawkes, Sacto Stores | Harley Talbott, Purchasing, LA | Ray G. Smith, Aud. Disb. Accts. | Russell Stone, Sacto Shops | Ace Besman, Western | Harold Bradley, Los Angeles



On All Fronts . . . .

WITH SP FIGHTERS

AN insight into aerial warfare, South Pacific style, was given recently by 2nd Lt. **James H. Groskopf,** former steno in Dispatcher's Office, Portland. "Some Jap bombers came over and just when they thought everything was in their favor they found the sky suddenly full of P-38's. That's about the last thing they saw for our boys started knocking down Jap planes like flies. I thought we were in for it and it was certainly a grand feeling when those P-38's showed up."

Floyd L. Miller, former machinist helper, Sacramento Shops, is now stationed at Camp Haan where he has been assigned as chauffeur and truck driver. • "We all appreciate what the railroad is doing for us, keep it up and nothing will stop us now," declares Pvt. **Dominic Romero,** formerly freight house foreman at Oxnard, Cal., now BM 2/c somewhere in mid-Pacific. • WAC Cpl. **Julie Rydos,** formerly of LA Freight Traffic Dept., says "I find North Africa climate quite similar to Southern Cal. But sometimes we have a fog and then it reminds me of Northern Cal."

Sam Oliver, former Shasta Div. fireman, now fireman 1/c, USN, somewhere in the Pacific, gives Japanese credit as efficient call boys and bases his opinion on an incident aboard ship. Sam says he was in bed one night when the call came —in the form of a torpedo. The explosion threw him against the wardroom door, he took the call without signing the book and went topside in his shorts just in time to go overboard into water covered with fuel oil where he spent four hours before he was picked up. • After a year's service in the South Pacific, **Joseph Bingaman,** PMT, SF, now pharmacist mate 2/c, USN, has returned

(Continued on page 25)



Leo Alexander, Sacramento | Walter R. Purves, LA Shops | Dannie Pennington, Sacto Shops | Earl E. Harris, Los Angeles | Edgar Holliday, Coast | Robert Dickson, Shasta

Eugene Ragland, Frt. Traffic, SF. | Manuel B. Festas, Sacramento | Frank Bowman, Los Angeles | Eldon Ingham, Sacto Stores | Jose Hernandez, LA Shops | Otto Matson, Sacto Shops



SERVING THEIR COUNTRY

14,676 men and women from SP Company as a whole (Pacific Lines, T&NO, PE, NWP, PMT and solely owned subsidiary companies) were on February 15 in Uncle Sam's uniforms at home and overseas. Names below supplement those previously published in the "Bulletin," and as lists are compiled we will print the names of others from the Company's Pacific Lines, which number. February 15, totaled **10,846**

GENERAL OFFICE

Accounting Department:
RAYMOND, Joseph H., Jr., Army (AFA)
SMITH, Marshall A., Mar. Serv. (AFA)

Motive Power:
CONSTANT, Avery F., Army A. C.

Passenger Traffic:
BEUHERS, Frances G., Army (SF)
HILL, Robert S., Army (LA)
HUBES, Clarence W., Navy (LA)
SHIPMAN, John G., Mar. Ser. (LA)

PACIFIC MOTOR TRUCKING

CODY, Howard S., Army (Watsonville)
EASTER, William D., Army (LA)
JENNINGS, Herbert G., Navy (LA)
LANGSTON, Glen H., Army (Modesto)
POWELL, Thomas C., Navy (SF)
SIMMONS, Fred G., Army (LA)

STORES DEPARTMENT

D'ANNUNZIO, Helen E., Waves (GO)
ENRIQUEZ, Ausencio, Army (El Paso)
ORTIZ, Paul Q., Army (El Paso)
VALDEZ, Natividad, Navy (El Paso)

LOS ANGELES DIVISION

ARCINIEGA, Pete G., Army
ARGOMANIZ, M. N., Army
ARIAS, Armando, Army
BADILLO, Jas. E., Army
BARAJAS, Bernardo, Army
BECERRA, Trine C., Army
BEMAN, Gordon A., Army
BENBRIGHT, Bennie H., Army
BENSON, Dolphus, Army
BUNTON, A. B., Army
CHECKS, Joshua, Army
COBB, Morris G., Army
COLEMAN, C., Coast Guard
CORKINS, Orlando J., Army
DUARTE, Salvador R., Army
ESPENOZA, Fernando, Army
FIERRO, Joe M., Army
GALLAGHER, F. A., Army
GIORSETTI, Albin M., Army
GONZALES, Merced, Army
HALLDIN, H. A., Army A. C.
HAMMOND, Eugene, Army
HERNANDEZ, Pedro P., Army
HOLMAN, LeRoy, Navy

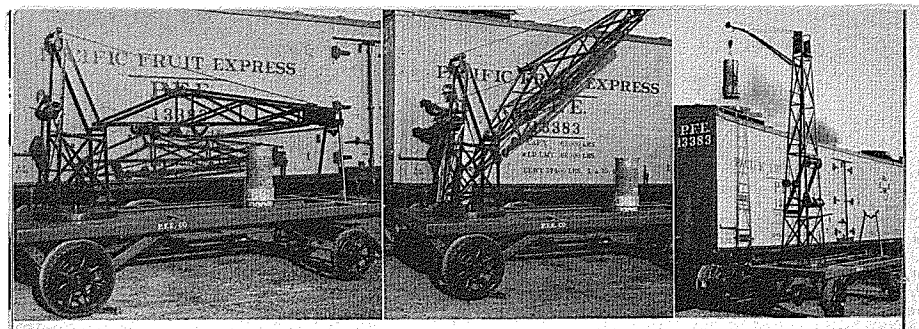
(Continued on page 22)



Robert Rabb, Tucson | Wm. E. Burk, Jr., Portland | Robert Dunigan, Aud. Misc. Accts. | Thomas Duran, Coast | Walter Sutton, Los Angeles | Albert Johnson, Asst. Gen. Aud. | Ernest Ogden, Sacramento | George Irvin, San Joaquin | Frank Phalan, Salt Lake | Joseph Dixon, Western | E. D. Stephenson, Asst. Gen. Aud. | G. A. Hamrick, Tucson | Floyd Miller, Sacto Shops | W. E. Hancock, Aud. Frt. Accts. | Austin Walton, Los Angeles | Earl Jordan, Tucson

Earl Gawthorpe, Coast | D. C. Evans, Los Angeles | Jack Dolan, Western | Alfred Moore, Commissary, WO | Willis Siefer, Sacto Shops | Ernest Shivers, Atlanta Agency | Willie Hall, Coast | Homer Laneville, Los Angeles | Phil Wesley, Jacksonville Agcy. | W. W. Hollingsworth, Western | Leland Owen, Coast | James W. Beck, Coast | Clois Fisher, Los Angeles | J. B. Estes, Rio Grande | Dennis Sweeney, Jr., Operating | Thomas Cabe, Portland





CRANE DEVICE, mounted on truck, speeds handling of car heaters into and out of bunkers in PFE refrigerator cars and reduces danger of accidents. It was developed by R. N. Nelson, general foreman, PFE Roseville Shop. Pictures show crane in three stages of operation. For further explanation of all devices pictured on this page, see article below.

"Why Didn't I Think of That?"

SUGGESTIONS for shortcuts and improved methods to help SP do a better wartime job continue to come in from railroaders who, in the words of the company's advertisement reproduced on the back cover, "have their thinking caps on." Of the hundreds of ideas that have been submitted since the Suggestion program was launched, many have blossomed into reality and have been put into widespread use.

One of the latest to gain such recognition is A. W. Biddlecomb's wheel lubricator device, shown at right on this page. Oil cups on GS type engines were so inaccessible that it was hard to properly lubricate the valve pilot shaft and guides until Biddlecomb, lead lubrication workman, LA Shops, suggested that the oil cup be located in the available space between front of main reservoir and back of air reverse cylinder. The cup was placed on a bracket slightly above the oil entrance to the cam box to which it is connected with a ⅜" copper pipe 14" long. By locating the lubricator here about 15 minutes is saved in greasing each locomotive.

The device was tried out on two engines and proved successful, winning the acclaim of all concerned including the service man of Valve Pilot Corporation. Approval for installation has been given and the lubricators are now being placed on all GS type engines.

Pictures at top of page show a crane for putting car heaters into and taking them out of refrigerator car bunkers which was developed by R. N. Nelson, general foreman at Roseville PFE Shops. He was assisted in making the crane by J. A. Osella and John Zannon.

The work handled by this crane, which is fitted on a truck, was formerly done by means of ropes and hooks, the heaters being lifted into and out of the bunkers by men who worked on top of the car. The crane can be lowered to a horizontal position for loading the heaters into bodies of cars. Use of the device saves labor and reduces the possibilities of accidents. Several of the larger PFE yards have adopted use of this crane.

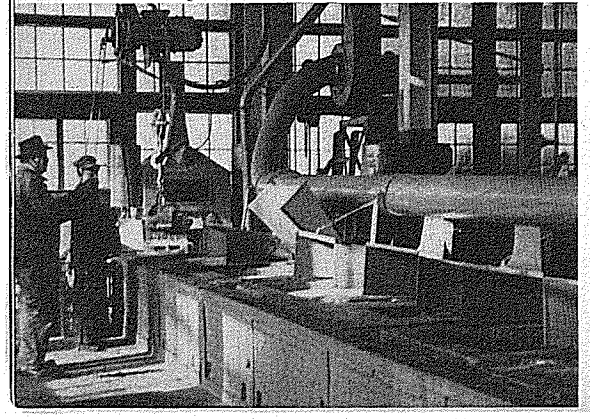


NEW LUBRICATION METHOD for application of oil to valve pilot cam box on GS-type engines, suggested by A. W. Biddlecomb (above), lead workman, LA Shops, has been recommended for system-wide use.

Workers in El Paso babbitt shop were bothered considerably by smoke and fumes from babbitt pots, until R. C. Vandewater, sheet metal foreman, rigged up the blower fan suction system, shown at bottom of page, which successfully eliminates obnoxious gases. The system was constructed by El Paso sheet metal department forces. The cover over each babbitt pot is so built that it may be lifted up and held in place by counterweights, providing accessibility to the pot.

Other SP employes whose ideas have been adopted recently include Harold Heckman, machinist welder, and W. J. Thorne, machinist, both of Bakersfield.

And so the suggestions continue to come. Have you submitted yours?



BLOWER FAN SUCTION SYSTEM for removing smoke and fumes from babbitt pots is proving effective at El Paso Shops, where it was designed and constructed by the Sheet Metal Dept. force under Foreman R. C. Vandewater.

NWP Aids in Building Ocean-Going Dry Docks

NO STORIES of the present war are more thrilling than those of warships that have returned under their own power to their home ports after having been seriously damaged in battle.

In many of these remarkable incidents the ship's ability to "live and fight another day" has been made possible by the presence in the battle zone of a seagoing floating drydock in which the ship could be picked up in the open sea and have temporary repairs effected.

Northwestern Pacific Railroad and the men and women who run it have had an important and interesting part in the building of these seagoing floating drydocks. The plant in which they are built is located on NWP property and connected by rail with its mainline. Also, the Navy's personnel that is charged with the operation of these drydocks is trained on a base located in another part of its territory.

The construction of the docks for the Navy is in charge of the Chicago Bridge & Iron Company, and more than three thousand men are employed on this work under direction of D. E. Larson, resident engineer for the company, and Lieut. J. D. Burky of the U. S. Navy.

Everything that goes into these drydocks, which weigh thousands of tons, must be delivered to the yard by the NWP. This includes not only the steel plates and shapes but great quantities of pumps, machinery and fittings, as the vessels are wholly self-contained and are able to lift ships from the water, as well as repair them, in the open sea.

Much of this freight originates in the Chicago Bridge & Iron Company's plants in Illinois, Pennsylvania and Alabama, and is odd-shaped and extremely heavy, and promptness of delivery is essential. As a large part of its journey is over the rails of the SP and NWP, a good share of credit for satisfactory handling goes to the workers in these companies.

- V -

Although W. H. Kirkbride has retired from SP service he has not withdrawn from public service. Roger Lapham, San Francisco's new mayor, recently appointed the former chief engineer as a member of the city board of permit appeals.

- V -

Have you found room in your home for an SP worker? Genevieve Beane, advisory director for women, SF, reports that housing of new SP employes still presents a serious problem. If you know of any available vacancies notify Mrs. Beane at Room 429, Gen. Office Bldg., Local 22184.



AGED SHOP SWITCHER, No. 571, is favorite of Ogden shops and roundhouse. Note the dim-out bonneted headlight. In the cab is Engineer E. T. Shreeve, talking to Yardman J. H. Gale, who was original switchman with engine when it was sent to Ogden and has had a quarter of a century association with it.

Going Strong After 63 Years on the Job

FAVORITE of Ogden shops and roundhouse is little old No. 571, shop switcher, which works around the clock these busy war days. The Ogden veteran, built in 1881, once ran out of Oakland Pier on the old Seventh Street line to Melrose.

The beloved switcher keeps busy pushing around the big Ogden war horses and doing all the other Motive Power, Maintenance of Way and Store Department switching—and is happy at it.

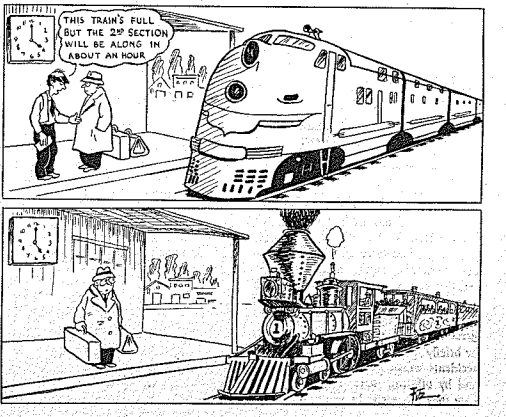
The switcher is known affectionately as the "Johnnie Walker," and was so christened. Walker, former engineer on the Oregon Short Line, was the original engineer of the switch engine when it was placed in service in Ogden about 1918.

No. 571 was built for the Central Pacific and was first numbered "1901" when put into service in 1881, 63 years ago. It keeps in excellent trim and shrugs off any suggestion that it plans to retire.

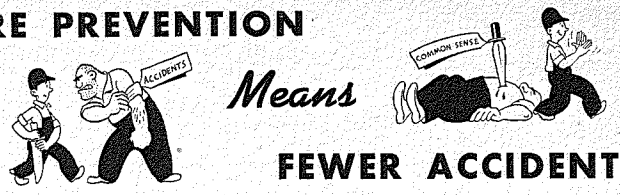
"I'm in this thing for the duration and then some," it says proudly. And there is a twinkle in the old headlight —partly hidden under the dim-out bonnet—as it chuffs merrily away.

- V -

Mrs. Jeanne Moser is the first woman yard clerk to be hired by PFE at Yuma. She works the third trick.



MORE PREVENTION Means FEWER ACCIDENTS



By A. A. LOWE, Superintendent of Safety

THE words "Safety First," repeated over and over thousands of times and displayed from house tops to lapel buttons, did much during the past twenty-five years to make railroad men and women Safety conscious. But even these magic words have not in all cases been able to stay the upward trend of personal injuries and other accidents during the past three years of mounting traffic and loss of thousands of experienced men and women through induction into the armed services.

As a change of approach to better Safety performance, extensive use is now being made of the words "Prevent Accidents." To make the slogan effective, however, it is necessary that supervisors and their men and women be specifically trained to accomplish each task in a safe manner.

To begin with, it is important to remember that freedom from accidents



The motor car was going east,
The train was coming west;
They tried to pass on single track,
One guess: Which came out best?

means more to the individual who suffers injury or is responsible for accidents than to anyone else. The officer or employe with a good Safety record is one who has the knack of "seeing" accidents in the making and who takes effective action to prevent them from materializing. The field for accomplishing this covers a great area and can be best understood by briefly reviewing some of the types of accidents which occur most frequently and by offering some suggestions as to how they can easily be prevented.

MofW&S Department

Operation of Track Cars:

(1) Obtain up to date line-ups of train movements and live up to them.

(2) If line-up not available, flag where necessary if view is obstructed, using extreme care when foggy.

(3) If following a train and lose sight of it, look out for one it may meet and which then approaches from opposite direction.

(4) Never shove trailers or push cars ahead of the motor car.

(5) See that tools, water barrels, etc., are securely loaded.

(6) Allow no misunderstanding to develop when an auto approaches a crossing at same time as track car.

(7) Run at a speed consistent with conditions, *always* expecting trains, engines or other motor cars or to find men working on the track.

Handling Material:

(1) Everyone should have a definite understanding of the moves to be made and all orders should be given by one man.

(2) When breaking down piles of material, make sure it will not be left so it will fall on some one.

Tools:

(1) Keep tools in good condition; edges sharp, heads ground, handles O. K., etc.

(2) See that proper tool is used for each task and that tools are not subjected to unfair usage.

Working At Elevated Positions:

(1) See that all ladders, standees, etc., are not defective and are secured or placed to prevent slipping or falling.

(2) Scaffold should be strongly constructed of good material and equipped with safety rails.

(3) Use safety belt or rope when working in places where staging not required.

(4) Use hard hats, goggles and respirators when doing work requiring protection of head, eyes and lungs.

MP&C Department

The most fertile field for prevention of accidents in this department has to do with ways and means of preventing falls. These may result from material or tools falling and striking an employe or from persons falling from ladders, staging, standees, engines, cars; or from stumbling or backing over some obstacle.

Falls Can Be Prevented by:

(1) not leaving tools or material lying around on running boards, staging, work benches, etc., where they may fall on someone;

(2) avoiding standing bars, pipes, etc., on end against rods of locomotives, posts or in pits;

(3) use of safety belts by individuals doing overhead work where they may



Careless Mike fell off a car;
The reason he's not dead
Is though the fall was pretty far,
Mike landed on his head!

fall, as from front ends or running boards of engines;

(4) using backrails on staging where needed;

(5) use of pit boards and never jumping across pits.

Another important feature is the wearing of Safety goggles at all times as prescribed by rule and keeping them clean and properly fitted. Next is frequently inspecting tools and setting aside those which show signs of needing grinding or repair. *Good housekeeping* is essential to prevention of accidents in shops, engine houses and car departments.

Transportation Department

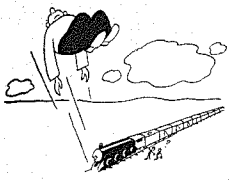
The majority of personal injuries in freight houses occur when handling heavy or bulky shipments. These can best be avoided by supervisor or lead man carefully planning and directing such moves, particularly where rollers, dollies, etc., are used. Safety Shoes are a valuable aid in preventing toe injuries in freight houses.

Trainmen, Enginemen, Yardmen

Falling from cars or engines or when getting on or off, or falling in cabooses contribute to the majority of personal injuries to men in road or yard service. Next comes sprained ankles resulting from stepping on objects. These can best be prevented by:

(1) Controlling speed of freight trains leaving inspection points as prescribed by Rule 828;

(2) Watching closely to avoid step-



An engine walloped Oscar Dent
While he was stepping on the track;
We've no idea where Oscar went,
But we know he isn't coming back.

ping on any object likely to result in fall or sprain when detraining;

(3) Taking necessary precaution to prevent injury when on trains about to start or when approaching points where stop is to be made or speed reduced;

(4) Taking proper stance, bracing body and feet to avoid falling when handling oil or water column spouts.

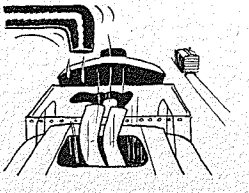
Train Accidents:

Prevention of train accidents is further advanced and more easily controlled than prevention of personal injuries. Operating rules have been constantly improved and strengthened, signaling is better, air brake equipment has steadily become more effective and many safety devices have been provided. The result is that collisions between trains seldom occur. Those which do could, in nearly every instance, be prevented by more prompt observance of rules requiring movement "With Caution." The time to respond to a slow signal, whether it be a yellow signal, a fusee, torpedoes, yellow flag, lantern or permanent slow board is when it is first observed instead of waiting to see whether a stop signal is to be encountered.

Operation "With Caution" within yard limits as required by Rule 93 is but one of the many conditions under which proper reduction of speed at proper time and place is vitally necessary to insure against collisions.

Most avoidable derailments could be prevented by properly securing detached cars and not allowing them to be moved foul of adjoining tracks and by knowing that switches are properly lined for desired movement. Particular attention to avoiding splitting of switches and making reverse movements through damaged switches will avoid many derailments with resultant delays to movement of war supplies and men. Damaging of locomotives and cars in collisions or derailments is always a severe blow to the war effort as the loss of equipment and loss of time rerailing or repairing it seriously delays important routine work and is a sheer waste of material and labor.

Prompt, effective flagging in accordance with Rule 99 and compliance with signal indications under any and all conditions with particular stress upon proper operation of air brakes when conditions require will, in nearly every instance, prevent collisions. With proper handling of switches and observance of switch line-ups there will be few avoidable derailments. Observance of speed regulations and good day-by-day inspection of track, structures and equipment at every opportunity about completes the picture of ways and means of preventing train and yard accidents.



Atop the tender, Fireman Snook
Ignored the swinging water spout;
If someone finds a grappling hook,
His friends will try to pull Snook out.



HIGH HONORS IN SAFETY were attained by the MofW&S and MP&C departments of Tucson Division during 1944, the former with a ratio of 7.55 reportable accidents per million man hours, the latter with the extremely creditable ratio of 1.41, to lead all similar departments on other divisions. Plaques were presented to both departments January 25 by A. A. Lowe, superintendent of safety, who is shown above (right) making MofW&S presentation to George Fair, division engineer, and H. R. Hughes, division supt.

1943 Safety Winners

LOS ANGELES General Shops officers and employes served notice a year ago that they intended to get right down to "brass tacks" and win first award for accident prevention for 1943. They made good and thereby have become custodians of the system first place safety plaque for the current year. The safety committeemen and foremen attacked the accident problem in a definite, business-like manner. Each foreman appointed a committeeman to work with him and with his men and women to spot and promptly correct any unsafe practices and conditions. The result was a total of 5,491,861 man-hours worked during the year with no fatalities and only 18 injuries reportable to I.C.C.

El Paso General Shops employes send word that they expect to capture the trophy this year, while Sacramento General Shops men and women are determined to recover it.

Winners for 1943 are:
Seventeen units—LA Gen. Shops.
Rail divisions—Salt Lake.
Division M of W & S Dept.—Tucson.
Division MP&C Dept.—Tucson.
Division Transp. Dept.—San Joaquin.
General Shops—Los Angeles.
General or Dist. stores—Brooklyn.
Combined DCH&R, Wood Preserving Works, and Telegraph Dept.—Telegraph.

- V -

An appeal to school children made by Southern Pacific through the public schools has been commended by the California State Department of Education in its January issue of California Schools. The appeal asks children to take special precautions near railroad tracks and terminals where there is now great congestion of people and goods, and a consequent likelihood of more accidents.



Lt. Arthur L. Cound, El Paso Stores | Lt. J. H. Hutchison, Salt Lake Div. | Lt. H. M. Bloomdale, Sacto Stores | Lt. Maurice G. Davis, Los Angeles Shops | Lt. Jack Burns, Western Div. | Lt. Wesley Ellington, Coast Div.

Serving Their Country

(Continued from page 17)

HOLMGREEN, Don E., Army
IVERSON, Allen C., Army
JACKSON, Willis, Army
JOHNSON, Charles, Army
JOHNSON, Elmer, Army
KENT, Donald A., Army
McCOLLUM, Herbert A., Navy
MEISTER, Robert M., Army
MOORE, Armstead J., Army
MORGAN, Jack O., Navy
PALFREY, Alfred C., Navy
PUCKETT, Wm. E., Army
RAINS, Eugene R., Army
RHODABARGER, H. U., Army
RHODES, Theo. L., Mer. Mar.
RIVIERA, Luis F., Army
ROBINSON, Lucius L., Army
ROSS, Willie V., Army
RUCOBO, Luis G., Army
RYAN, Frank P., Army
SANDERS, Ralph J., Army
SCHILLING, Glen J., Army
SCHMIDEL, Francis D., Army
SCOBY, Bennie L., Army
SPRY, Norman H., Army
STOKES, Felton, Army
TIECK, Arthur R., Navy
VELASQUEZ, Jose, Army
WALTERS, Percy W., Army
WALTON, Smith E., Army
WASHINGTON, J. E., Army
WORD, Jerry E., Army
XANTHULL, Paul A., Army

L. A. SHOPS

QUIG, Austin L., Navy

SACRAMENTO SHOPS

ATKINSON, Robert M., Army
BLAKE, James N., Navy
BERTAGNINI, Angelo B., Navy
DEHM, Frank L., Army
FRANCIS, J. W., Jr., Marines
GONCALVES, A. J., Army
HATHAWAY, John E., Army
McARTHUR, John L., Army
SCAMMELL, Fred'k J., Army
STAGG, Darwin D., Army
WILKINSON, Roy E., Army

SACRAMENTO DIVISION

ANGEL, Jesus V., Army
COOK, Wilburn E., Navy
GILBERT, Robt. J., Marines
WEIDEMAN, Keith A., Navy
WESTON, Willard B., Army

EL PASO GENERAL SHOPS

CAMPBELL, Chester A., Army
CASTRO, Agustin, Army
DUNN, Charles A., Navy
HERNANDEZ, Juan, Navy
HIDALGO, Gaspar V., Navy
JIMINEZ, Ramon, Army
LUERA, Julio S., Army
MENDEZ, Gorgonio, Navy
MOELLER, Roy C., Army
NIEVES, Casimiro L., Army
ONTIVEROS, Ricardo, Navy
PONCE, Salvador R., Army
REY, Eduardo H., Army
RODELA, Simon Baese, Navy
RODRIGUEZ, Everardo, Navy
STEWART, Ray C., Mer. Mar.
TARIN, Jose, Army
VILLALVA, George, Army

RIO GRANDE DIVISION

APODACA, R. M., Navy
CARRILLO, Jose, Marines
CHAVEZ, Avelino A., Army
CHAVEZ, Felix, Army
CRAYTON, Mitchell W., Army
FERRO, Evan Martin, Army
JAMES, Claude, Army
LARRAZALO, Arturo P., Navy
LOPEZ, Juan M., Navy
MARTINEZ, Bonifacio, Army
MONCADA, Alfredo, Navy
NAJOR, Ramond L., Navy
OZUNA, Catarino, Navy
ROMERO, Edmundo, Navy
SMITH, Jack C., Navy
TYLER, Charles, Army
WRIGHT, Corry, Navy

PORTLAND DIVISION

ARNESEN, Ingolf, Army
ARNOLD, Kenneth R., Army
SCHULTZ, John N., Army

SAN JOAQUIN DIVISION

BAUGUS, Earl, Army
BROWN, John L., Army
LOPEZ, Luis, Army
MERGENTHALER, Don, Army
MOREHEAD, Charles, Army
SCHMIDT, Edgar R., Navy
TRIPPLE, Elmer F., Army

COAST DIVISION

BOW, Roy H., Army
FISHER, Floyd A., Army
GALAN, Juan, Army
HARTZELL, Donald S., Navy
HEAD, Charles P., Army
HERRINGTON, Bert L., Army
HIGGINS, Floyd O., Navy
JACOBSEN, Virginia, Waves
PENTER, H. W. R., Navy
ROWELL, John E., Army
RYAN, Robert M., Army
SILVA, Robert J., Navy
TOLBERT, Roy J., Army

WESTERN DIVISION

ANGELO, John N., Navy
BARTUNEK, Clyde F., Army
BELTRAN, Albert L., Army
COMPTON, John W., Army
DIXON, Joseph, Army
ELLIOTT, Charles A., Army
FOSTER, Bryan P., Marine
GARCIA, Juan C., Army
GATES, Bill F., Navy
GILMAN, E. J., Coast Guard
HAWK, Theodore F., Army
HUGHES, Louis R., Army
KRAITZER, John, Army
LINDSAY, Norman B., Navy
LUNA, Bennie, Army
McKENNA, Warren F., Army
MURPHY, Daniel J., Army
PHILLIPS, Ben M. Army
PIPER, Oren J., Army
PRIZMICH, Mike F., Navy
RUBALCAVA, Julius, Marines
SMITH, Otis G., Navy

SALT LAKE DIVISION

AGUIRRE, Angelo, Army
BLUNK, B. C., Army
COTTLE, Carl, Army
DRAKE, D. W., Army
FENN, Cecil R., Mer. Mar.
GRUNDY, C. T., Army
HARRIS, Earl E., Army
MUIRHEAD, H. E., Army
PETTIT, Coleman, Army
PILKINGTON, Edward, Army
PUHR, Frank, Army
SCROGAN, L. M., Army
SMITH, E. S., Navy
WEAVER, W. D., Navy
WILNER, Silas L., Navy

SHASTA DIVISION

BARTOLANI, Eugene, Army
DOSIER, Roy M., Navy
GRAHAM, Cyril, Navy
JESSUP, Richard E., Navy
SANDERS, Earl L., Navy
TICKNER, Franklin H., Navy
TRUE, Clarence D., Army
TURNER, Walter H., Navy

NORTHWESTERN PACIFIC

ADAMS, J. C., Coast Guard
AHNER, E. A., Army
ALEXANDER, S., Army
ANDERSON, H. L., Army
ANDERSON, M. H., Army
ANZINI, B., Army
ANZINI, M. L., Army
ASPLUND, G. E., Army
ASPLUND, J. A., Navy
BAILEY, J., Army
BARKDULL, G. M., Army
BARRETT, A. J., Army
BARSANTI, F., Army
BAUMANN, A. W., Navy
BEERS, M. C., Army
BERG, R. J., Navy
BIRD, F., Army
BOWEN, C. W., Army
BRADLEY, P. G., Army
BRAMLET, O. M., Army
BRANNANSEY, C. K., Army
BROOKS, H. F., Jr., Navy
BROWN, L. H., Army
BRUSATORI, D., Army
BUSCHER, F. J., Jr., Army
CAMPAGNA, R. A., Army
CAMPBELL, E. E., Navy
CAMPBELL, W. L., Army
CARLSON, C. A., Army
CARR, E. O., Navy
CASALET, J. P., Army
CAVANAUGH, O. B., Jr., Navy
CHAPMAN, A. M., Army
CHAPPELL, F., Navy
CHRISTIAN, E. J., Seabees
CLARKE, L. O., Army
COLBERT, S. R., Army
COLEMAN, L. S., Army
CONNER, L. A., Army
CONNETT, W. A., Army
COPELAND, R. M., Army
DAILEY, R. R., Army
DALTON, J. L., Army
DAVIS, E. W., Navy
DEAS, J., Army
DELIA, T. R., Army
DELLERA, M. G.
DEMARTINI, W. R., Army
DICKEL, C. P., M. C.
DOUM, R. S., Spars
DRAGON, R. M., Army
DRISCOLL, J. J., Army
DUNCAN, C. R., Army
DUNNFORD, J. L., Army
DWINELL, J. M., Army
EASLEY, O. W., Army
EDWARDS, W., Army
FANSLER, E. L., Army
FAUERBACH, A. F., Army
FELLMAN, H. G., Army
FLAGERMAN, J. J., Army
FOSTINE, G., Army
FULLER, E. M., Army
GALLOWAY, J. W., Army
GALLWITZ, S., Army
GIVENS, T. F., Army
GOODRICH, A. R., Navy
GREY, M. L., Army
HAMILTON, H. A., Army
HARALDSEN, H., Army
HEINTZ, J. B., Navy
HENDRICKSON, E. W., Army
HENRY, R. P., Army
HIETALA, W., Army
HOAGLEN, L. W., Army
HOFFMAN, L. J., Army
HOSTER, R. G., Army
HUNGEFORD, K. V., Army
INSKIP, D. H., Army
IRWIN, A. W., Jr., Army
JACKSON, W. A., Army
JAMIESON, B. K., Jr., Navy
JOHNSON, S. M., Army
JOHNSTON, J. H., Navy
JONES, W. W., Army
KANGAS, W. H., Army
KEPPEL, E. E., Marines
KRUGER, G. A., Army
KRUGER, W. C., Army
LANDERGEN, J., Army
LEGGETT, G. P., Army
LEONARD, J. F., Army
LEONESIO, F. E., Army
LOVETT, O. B., Jr., Navy
LUDECK, E. B., Army
LUDTKE, P. W., Army
MADSEN, W. J., Navy
MALIN, D., Navy
MALLOY, E. J., Navy
MALONE, J. R., Army
MARCHI, A. L., Jr., Navy
MARTINI, E. B., Army
MASON, H. R., Navy
MASSIP, J. J., Navy
MATHES, E. G., Army
MATSON, P. G., Army
MAVEY, O. D., Army
MAXWELL, P., Navy
MAYES, F. M., Army
McADAMS, J. C., Navy
McGRARY, J. P., Army
McDOWELL, D. F., Navy
McDOWELL, W. R., Army
McKENZIE, H. B., Navy
McLEARN, H. A., Army
MEEK, R. E., Army
MEYER, S. L., State Guard
MILLIGAN, R. F., Army
MORRISON, B. G., Jr., Army
MURRAY, E. W., Marines
NELSON, J., Navy
NELSON, N. N., Army
NIEMI, W. U., Army
ORLANDO, J. J., Navy
PARDUCCI, A., Jr., Army
PAREDES, A., Army
PEARCE, J. D., Army
PEDROTTI, R., Army
PEREZ, J., Army
PETERSON, H. P., Mer. Mar.
PETERSON, W. C., Mer. Mar.
PFAFF, E. F., Army
PFAFF, W. R., Army
PHILP, G. T., Army
POE, D. E., Army
PRATHER, L. N., Army
RANEY, W. J., Army
RAYMOND, M. F., Army
READER, E. W., Army
REGALIA, J. B., Army
REDHOUSEN, A., Army
RINALDI, W. I., Navy
ROBBINS, T. C., Army
ROBINSON, W. R., Army
ROE, D. A., Army
ROEMER, G. P., Army
ROSSI, A., Army
ROSSI, C. J., Army
SAWYER, E. W., Army
SEARS, M. A., Navy
SHORT, R. S., Army
SIMPTON, D. R., Army
SIRIZZOTTI, H., Army
SLY, A. N., Army
SMART, C. W., Army
SOLDAVINI, J., Army
SOLDAVINI, L. A., Army
SOMERVILLE, J. K., Navy
SPANGLE, J. D., Army
STILWELL, E., Army
STONE, J. M., Army
STURMAN, J. R., Army
SWINEHART, H. P., Navy
TETERS, F. M., Navy
THAUBERGER, A. P., Army
THOMPSON, L. H., Army



Glen Kitchen | Vernon E. Archibald | Herbert Willman | Kenneth V. Thorsell | Robt. A. Campagna

IN THE WAR HEADLINES

As action on battle fronts all over the world intensifies, Southern Pacific men make more and more headline news. Among those recently mentioned were:

Robert A. Campagna, former carman helper apprentice, Tiburon shops, NWP, has been awarded the Distinguished Service Cross "for extraordinary heroism in action near San Felice, Italy." Campagna, who is a staff sergeant, led his group of 15 men against a commanding position occupied by a company of enemy soldiers. Sergeant Campagna moved forward at the head of his men disregarding mortar shells bursting within ten yards of him and striking at his feet. Seeing that the enemy fire was causing heavy casualties and weakening the chance of success, he rallied men from an adjoining unit to reinforce his depleted group and with these replacements he led the way through grenade bursts into the enemy position. The enemy was routed, 24 killed, 7 captured and 10 machine guns were destroyed.

The irony of war is again shown in the death of **Kenneth V. Thorsell,** AOM 2/c, former Portland Division brakeman, who died in the Naval hospital at Long Beach, Cal., February 2, as a result of injuries sustained in an automobile accident. During his two years in the Navy Thorsell earned four stars as a result of action in the Battle of Midway, Coral Sea, Solomon Islands, and as gunnery mate on the ship from which the Tokyo fliers took off. For the latter he received the President's citation. In the battle of Santa Cruz he was aboard the aircraft carrier Hornet when it was sunk. He had recently returned to this country as gunnery instructor for the Navy at Los Alamitos, Cal.

Ensign **Glen Kitchen,** naval escort fighter pilot, formerly of Aud. Pass. Accts., is reported shot down in action in the South Pacific. Ensign Kitchen's plane reportedly crashed into a Jap Zero in mid-air. He was operating from an Australian base.

Sgt. **Herbert Willman,** employe of Dunsmuir Store, is reported missing in the European war zone. Sgt. Willman was a rear gunner on a bomber flying from England. On January 11 he participated in the mass aerial attack on Germany, but failed to return. Although no official notice has been received, hope is held he may be a prisoner of war.

Lt. **Vernon E. Archibald,** Salt Lake Division fireman, now bombardier, has been reported missing in action over Germany, January 29. Lt. Archibald received his bombardier rating at St. Angelo, Texas, in June, 1943. He left for the European theater of war in November.

WITH SP FIGHTERS

(Continued from page 16)

to the continent. He arrived in time to greet his former fellow-workers before the holidays.

M. R. Matkin, former steno-clerk in PFE Supt's and Agent's office, Salinas, has been commissioned second lieutenant and is now serving with an anti-aircraft detachment at Beaumont, Calif. • **William J. Hirschinger,** formerly of LA Shops, has been promoted to corporal, T/5, in Military Railway Service, Transportation Corps. • Formerly a clerk in PMT, Central District, **Ronald H. Hampson** has been named second lieutenant, Transportation Corps. He received his commission upon graduation from Officer Candidate School in New Orleans. • **Howard Hamilton** is now 2nd Lt. Hamilton, AAF, after completing training at the Douglas Army Airfield in Arizona. He formerly worked in Purchasing Dept., SF. • **Harold De Soto** and **Charles Barber,** former stenos in Motive Power Dept., SF, have both received promotions, Harold to private first class in the Army and Charles to yeoman 2/c in the Navy.

Pfc. **Jack Hensley,** former Shasta Div., employe, says that North Ireland is not like sunny California because it rains there most of the time. He says he likes to get letters from SP people, especially the girls, but that letters have stopped coming since he arrived in Ireland.

Edward Fain, formerly of Sacto Div., now overseas says, "It makes a person feel good to read about the men you worked with and see what they are doing to help get this war over with." Ed was recently promoted to private first class. • After serving at Fort Snelling, Minnesota, S/Sgt. **Frank E. Rhodes,** former water service mechanic on Coast Division, has gone overseas to England where he says he quite often meets many

INTO THE WAVES went Janet Stockton and Dorothy Sutherland (second and third girls in front row) last month and they were honored at a going-away party given by fellow employes of the master mechanic's office, West Oakland, where Janet was clerk-stenographer and Dorothy was receptionist. John Banks was master of ceremonies and several persons made "graceful little speeches," to quote Master Mechanic E. R. Auton.





CORPORAL BETTY PRUDEN (right) of the Marine Corps, formerly secretary to freight agent, Oakland, is pictured here in the Women's Reserve Color Guard at Camp Lejeune, New River, North Carolina. Betty enlisted in the Marine Corps last July.

of the fellows from SP now in the Army. • S/Sgt. **John F. Ewing,** formerly in Aud. Frt. Accts., SF, now stationed at Camp Stoneman, has been awarded the Army's good conduct medal.

"I have seen a lot of new and different islands over here," Pvt. **Anthony Meduros,** formerly of Coast Div., writes from the South Pacific. "Some are peaceful, but others are standard-equipped with fox holes." • Word has been received via Red Cross that **Howard G. Christie,** PFE employe at Roseville, now a Marine, was injured at Tarawa and is resting at a South Seas hospital. • Capt. **Hal Benedict,** the second to join the armed services from Gen. Frt. Office, SF, writes that he is in the middle of things in Italy with the ordnance department.

Pvt. **Robert Polanco,** of Tucson Div., now overseas, writes that a recent trip over his home division proved to him that SP people are doing their best to bring an early victory. He said he was especially impressed by the part women are playing in our effort to keep the war trains moving.

Service men really enjoy letters from home as shown by MM 2/c **Willis Siefer,** formerly of Sacramento Shops, now at sea. He says, "I received two letters from fellow employes as a result of SP War Service Day and they were mighty interesting to read. It seemed like old times to read about some of the fellows I worked with and knew at the shops." • Cpl. **Homer Laneville,** former yardman, LA, writes that he is training for another crack at the Japs. Homer is a demolition technician with a Marine Raider battalion. • Pfc. **C. A. Tsaguris,** formerly of Tucson Division, now in the Hawaiian Islands, has had first hand contact with the war. Chris writes that one bullet pierced his helmet.

Lawson Stafford, formerly in Aud. Frt. Accts., SF, advises that he has received medical discharge from the Army due to injuries incurred while he was helping to repair a plane. He was in service for 16 months. • 2nd Lt. **E. G. Fish,** Tucson Division, is now in England where he writes, "Over here they not only use the women but they draft them. You ought to see the way some of them wrestle baggage and freight. It's surprising what they can do when it has to be done." • Former employes who recently visited Gen. Frt. Office, SF, were **W. H. Dyer,** Y 3/c, who has been up in the cold country for a long time, and Pvt. **H. L. McCarthy,** now stationed at New Orleans, whose first reaction was: "My gosh, sure wouldn't recognize the old office any more. Where did all the women come from?"



BROTHERS MEET IN SOUTH SEAS: Donald Fife, yeoman 3/c, USNR, former clerk in Coast Division supt's office, SF, and his brother, Paul, former mechanical draftsman, Motive Power Dept., SF, had a chance to spend several days together when they met under unusual circumstances. Don's ship put into a little South Pacific island to transport a company to a new station. Paul was a 1st Lt. of the company. He had been in the South Pacific for 14 months and it had been that long since the boys had seen each other. They are sons of L. T. Fife, Coast Division master mechanic.

Joe K. Crain, formerly with PMT at Tucson, writes that he has been made staff sergeant at Tampa, Florida, but the Army won't send him overseas until he learns to swim. • Twenty-six combat missions in the South Pacific is the record set up by Lt. **Don C. George,** former PFE carman at Colton Shops. Don has been in the AAF for two years and is now up for captain's rating. • **George Babich,** formerly of Sacramento Shops, has been accorded top sergeant rating. George is stationed at Fort Wayne, Ind., with the Ferry Command. • Sgt. **Donald Schoelkopf,** PFE Car Service Dept., Colton, writes from India where he has spent the last 20 months in the Ferry Command.

Pfc. **Rene Marroquin,** 4th & Berry St. Freight Office, SF, is back in the States after fighting through North Africa and Sicily with paratroopers. He was wounded in Sicily and is now recuperating.

"Gargantua" may soon again make the headlines, this time as a hard-hitting bomber piloted by Lt. **Theodore Powell,** formerly a clerk in Motive Power Dept., SF. Ted went overseas via Brazil. • **Dorothy Elwell,** former steno in Gen. Frt. Office, SF, is now WAVE special technician 3/c and has been chosen as one of a few girls to instruct Link Trainer to the boys in Navy Air Corps. Dorothy was the first girl in GFO to join the armed forces.



JOHN D. PETTERBORG, formerly yardman at Colton, was recently promoted to first lieutenant at the Marine Corps Air Station at El Toro, Cal., where he is training as a Marine fighter pilot.

Advancement to ensign in U. S. Merchant Marine recently was accorded **Robert Hayes,** former clerk, Motive Power Dept., SF, upon completion of his schooling in New York.

When **Ed Maki** and **Frank Lucas,** formerly Gen. Frt. Office, were on a troop transport heading for Africa they met each other on the boat after having been separated since they left SP. They parted again when they reached Africa, but later, while Ed was walking along the streets of Iran, an army truck passed him and his old pal, Frank, shouted at him. They waved hello and goodbye at the same time and have not seen each other since.

Capt. **Norman Passur,** former air conditioning engineer, Motive Power, SF, writes that he is in India and that he will never again kick about the "beautiful" San Francisco fog. • It's now Cpl. **Allen H. Elliott** of the AAF, according to news received recently from La Junta, Colo., where Allen is training. He formerly worked in Treasury Dept., SF. • "I thought I'd let all the boys in the B&B Dept., at LA, where I used to work, know that I'm all right," writes **Edwin Prichard.** Ed recently was promoted to carpenter's mate 1/c and he says he has learned many new things in the Seabees that he will be able to use when he gets back to work for SP.

James L. Durnford, former NWP agent, who also was for a time in the SP Freight Traffic Department, is now a 1st Lt. in the U.S. Army Transportation Corps, stationed in North Ireland. Durnford entered service of the Northwestern Pacific at the age of 19 and held various positions in this service up to and including station agent.



Lt. J. L. Durnford

Desiring to round out his railroad experience, in 1941 he took a leave of absence from the Northwestern Pacific to accept employment as city freight agent for SP in the East Bay area, returning to NWP at the end of that year to take the position of agent at Arcata. March 25, 1943, his application for a commission in the Army Transportation Corps was accepted and he entered his training period. Early in January he sailed from an eastern port and is now with the Army Transportation Service in North Ireland.

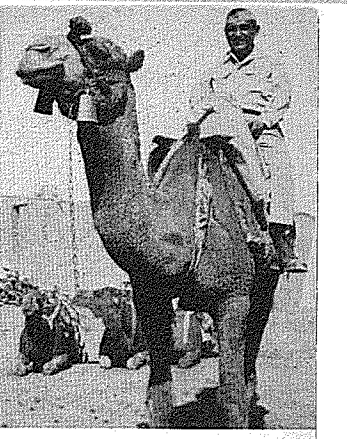
Jack Orthman, Gen. Frt. Office, SF, who has seen quite a bit of country in this war, writes that although England is really quite some place with a lot of fine old historic places to see, it still isn't home. • **H. C. Stull,** former asst. division engineer at El Paso, has been promoted to major and is stationed at Camp Claiborne, New Orleans. He is training men of the military railway service. • **Allen L. Henderson,** Portland Division fireman, writes from an army air base in New Guinea that he hopes the job he is now working on will be brought to a speedy close and that he will soon be back on the seatbox of an SP locomotive.

Queenie Shelley, Supt's Office, Sacramento, has enlisted in the U. S. Marine Corps and is waiting to be called for training in North Carolina. • A note received from Pvt. **George Van Dyke,** Gen. Frt. Office, SF, gives the definite impression that he has left the home shores for parts unknown—his address is just a postoffice box in New York. • **William I. O'Leary,** formerly of Real Estate & Tax Dept., SF, was promoted to chief yeoman, February 11. • Cpl. **James Goddard,** Tucson PFE Car Dept., writes that he is out there in the South Pacific knocking the socks off the Nips. • Another SP man to reach chief yeoman class is **Kenneth E. Hughes,** formerly of General Storekeeper's Office, SF. The promotion was effective as of Feb. 1.

James Hendricks, formerly clerk, Supt's Office at Portland, now with a bombing squadron in Italy, writes to acknowledge the Christmas cigarettes sent him by his former fellow-workers. Jim says they rated turkey for both Christmas and New Year. • When S 2/c **Stan O'Brien,** formerly of Gen. Frt. Office, SF, was in the states he couldn't wait to get over into the fight, but now that he is overseas he surely would like to come back. Home looks mighty good to him now. • **Charles Rey,** Tucson PFE Car Dept. foreman, says the weather is fine somewhere in Iraq, but thinks it is better in Arizona.

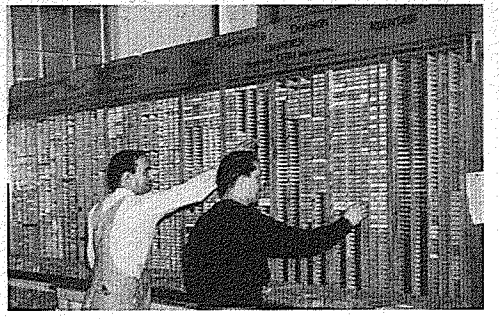
A plug for the *Bulletin* comes from Pfc. **Gordon J. Gray,** formerly of Sacramento Stores, who is now in the China-Burma-India war zone. He says, "Here one sees little civilized life and the *Bulletin* is read and re-read by myself and my two friends who, in civilian life, worked for the New York Central. We really enjoy looking through it and reading about the folks back home." • **John F. Harrison,** formerly at Bakersfield roundhouse, now a Marine private, says that on Tarawa the enemy had built a small railroad to move their supplies about. It looked like somethin' kids rig up. The rails were attached to tree trunks, and they even had civilian cars—mostly V-8's.

ABRAHAM MENDOZA, formerly of Tucson roundhouse, reported he'd much rather ride trains after trying out the native mode of transportation in Camel Town, Iran.





CHARLES ASTRUE, JR., son of the assistant chief engineer and formerly chief draftsman at Oakland Pier, looks like this now when he dons his work clothes. Charles is stationed in New York, where he has been training in salvage operations for the Navy.



NEW CREW BOARD at Roseville roundhouse simplifies marking up names. Each engineer, fireman, engine, train, etc., has a separate block which is marked up by a simple twist of the wrist, as demonstrated by Crew Dispatchers Phillip Birch (left) and Joseph Colnar.

News From Our On-Line Reporters

New officers were sworn in at a meeting of Central District Lodge No. 911, Brotherhood of Railway Clerks, PFE, at Roseville, January 15. A pot luck dinner was served, after which W. C. Tremblay of San Francisco conducted installation of officers. They are: Harold M. Streets, president; Godfrey W. Rodgers, vice president; Emil Badovinac, guard; David E. Frederickson, chairman, Board of Trustees; and Thomas M. Terry, secretary-treasurer. Dancing followed the ceremonies.

Bowling has become the current pastime of Ogden Engineering Dept., and it has good prospects of developing into a regular league. Every Friday night the three teams—Streamliner, Overland, Challenger—meet at one of the local alleys where men and women are vying for high honors. Bill Chick and Harold Francom are leading the fray with 170 averages, and Maurine Inama leads the girls with a 144 average. The boys say the next step is to get some fancy shorts for the feminine members of the league.

Club Receives Warm Notes of Thanks For Gifts Sent to SP Men in Service

CHRISTMAS gifts sent to San Joaquin Division boys in the service by Bakersfield SP Club found a hearty welcome when received by the boys, as shown in the excerpts of some of their "Thank You" notes, printed here.

Tom M. Roberts, CM 3/c, USN: "Your two packages arrived today and I want to thank you from the very bottom of my heart for the presents that were in them. It is surely nice to have a club like you send the fellows a remembrance. It makes a fellow happy to know he has friends that think of him. Am in the amphibious landing forces. We have the very best of everything in the Navy and only wish our Allies were as fortunate."

Pvt. E. C. Moore, Jr.: "It made me most happy to know that my former fellow employes remember me during this joyous season; it would be impossible for me to thank you."

Richard E. Hutchison, USN: "Received the package and I liked the gifts very much. You hit the spot when you sent it because I am making use of everything in the package. It was nice of you to think of me. Thanks a million."

Pvt. C. Azpanen, somewhere in England: "Received your most welcome package. It surely seems good to eat good old American candy again. Been working in construction work since I came over and am now going to bridge school."

Cpl. Wayne F. Lovejoy, somewhere in Italy: "That very nice and useful package arrived the other day and I surely want to thank you for it. Those packages mean a great deal to us boys over here. I was so overcome when the package arrived that, had I not been a sort of calloused person, I probably would have shed a few tears. . . . They have trains over here, but it is sickening to see how far ahead of them are our trains at home."

Annual dinner of Coast Division Engineer's Barbecue Club was held Feb. 22, at the New Tivoli Restaurant, SF, with about 70 engineers and their wives in attendance. The dinner was planned in honor of Will S. Corbin, Jack Duval, Fred Meyer, George Ryan, John Farley, Frank Morris, and Roy Campbell, Coast Div. engineers, who retired during 1943. Bill Baumeister was chairman.

- V -

Moonshiner Club is the name Sacramento Shop folks on the night shift have adopted for their "coffee on the job" organization. Club members chip in coffee, milk, and sugar and the pot is brewed on a stove in the shops. Girls of the shop force, without interrupting their work, prepare the pick-up and the boys grab it when most convenient. Marie LaRosa and Jerry Clark, shop girls, have been largely responsible for bringing the coffee pot to the shops.

- V -

"Charles Morgan" is the name given one of two Liberty ships recently launched by the Houston Shipbuilding Corporation at Houston, Texas. The ship was named in honor of the founder of the Morgan Line, operating between the Gulf of Mexico and Atlantic ports, which was a link in Southern Pacific's transcontinental rail-ship route until the steamers were taken over by the government for war service in 1941.

- V -

Stockton Freight House has just received a new coat of paint and considerable remodelling. New quarters on the ground floor have been arranged for most of the office force and the upstairs quarters are to be used as a record room and as an office for clerks handling claims. A new delivery office has been built at one end of the freight house, adjoining the open platform which has been widened to expedite freight handling.

- V -

New Mexican Nationals were feted recently at a party given by the women of Los Angeles Shops. A recreation hall near the shops was obtained for the occasion and about 100 couples danced to music furnished by an orchestra made up of men in the shops. In charge of the party were Lupe Campero, Florence Gonzales, Gertrude Sanchez, and Carmen Olivas, all helpers at LA Shops.

- V -

A social evening honoring newly elected officers of Roseville Lodge of Brotherhood of Railway Carmen, PFE, was attended by about 200 persons, January 22. Following introduction of officers, refreshments were served. Leighton Littlejohn is president; Onis E. Stanley, vice president; Thomas V. Somerton, secretary; George W. Jones, treasurer; A. D. Carlisle, guide; John Pope, warden; John Borgeson, sentinel, and Ben Brock, chaplain.



"FIRST LADIES" are Helen M. Zacheisz (left) who is at the top of the list of women on the seniority roster on San Joaquin Division, and Caroline Marie Lowes, who held similar honors on Portland Division when she retired Jan. 31. (See article below.)

VETERAN LADIES

AMONG the women who are playing such an important part in keeping victory trains rolling and who, for many years, have held prominent positions on the railroads are Mrs. Helen M. Zacheisz and Miss Caroline Marie Lowes. Mrs. Zacheisz has the oldest seniority date of any feminine employe on San Joaquin Division, while Miss Lowes held the same distinction on Portland Division until her retirement January 31.

Mrs. Zacheisz started work with SP June 17, 1921, as a clerk in MofW Department. In 1922 she became head stenographer in Superintendent's Office at Bakersfield, a job she held until 15 years later, when she took a position in the Engineering Department. On November 1, 1943, she was promoted to lease clerk, which job she is now handling.

The fact that she buys a bond each payday through payroll deductions makes her one of the leading bond buyers on the division. During the Fourth War Loan drive she helped boost the division subscription by purchasing an extra $500 bond.

Besides working eight hours a day in the office, Mrs. Zacheisz helps her husband manage a farm. Every morning she gets up at 5 a. m., milks four cows, does other chores, and always gets to work on time. In the evening she helps with the victory garden, milking, tending chickens and all the miscellaneous chores that have to be done on a farm. And she says she intends to keep on buying bonds and doing all these additional jobs until victory is won.

Miss Lowes closed the book on a 35-year service record January 31 when she retired from active service with Southern Pacific. During her railroad career she held various clerical positions in the Superintendent's Office at Portland and in the Master Mechanic's Office at Brooklyn, where she was head file clerk when she retired.



OLD-TIMERS of PFE Car Dept., LA, were snapped when they paid a visit to their former fellow-workers and spent a pleasant session talking over events of years gone by. Left to right: Ray Tallman, Charles McDavitt, Joe Kitt.

Regular meeting of the American Association of Passenger Rate Men, Golden West region, was held Feb. 1, at which new officers were elected and installed. Among those elected were: for regional president, G. C. Hurless, SP Pass. Traffic Dept., and for national committeeman, C. E. Peterson, asst. vice president, system passenger traffic. Included on the program as speakers were Peterson, Robert Gilmore, asst. to vice president, system passenger traffic, and L. C. Ioas, asst. to vice president, system passenger traffic.

- V -

War activities training was offered to railroaders recently when Dean M. P. O'Brien of the University of California, told Sacramento Shops foremen and others of a program to expand free training facilities for men and women in essential war activities. Shop employes were invited to join.

- V -

"Some people are born lucky", friends are telling William F. Kunkle. Bill, who is special report clerk at LA shops, went to his neighborhood theater in Alhambra a short time ago. Special feature of the evening was a drawing with a $1,000 bond as the prize, and Bill held the winning number.

- V -

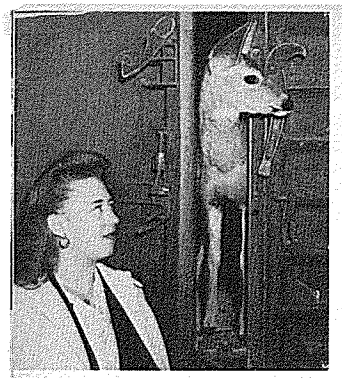
Lois Manchester, asst. accident clerk, Coast Div., has joined the American Red Cross as a staff aide. She has received no assignment yet, but will be attached to an army or navy base hospital and may be called for overseas service.



JOHN N. CLARK (left) retired March 1 as payroll examiner in the Accounting Dept., SF, to close a railroad career that began when he was eight years old. He is shown receiving congratulations and best wishes of J. A. Quinn, auditor of payroll accounts. For further details see Retired column.

OXNARD STATION FORCE has grown by leaps and bounds since Pearl Harbor until at present it is second largest station on Los Angeles Division in point of business handled each month. Agriculture and expansion of war industries have necessitated an increase from six employes to a staff of more than 40. Day force is shown with Agent M. L. Durham, extreme right.





BOX CAR HAVEN: Out for a stroll one afternoon near Eugene, this young deer was suddenly startled to find a pack of dogs at his heels. Looking for a place of safety, he remembered something about SP being a friendly railroad, so he hi-tailed it over to the yard, where employes rescued him and placed him in a box car. He was later identified as the pet of the 29th Army Engineers. When the above picture was taken by the Eugene "Register-Guard," the small buck, still apprehensive about the dogs, was disregarding the attentions of Margarette Olson, daughter of Clerk Otto H. Olson.

PROMOTED & NEW JOBS

Motive Power: **Thomas J. McDonald** to night roundhouse foreman, Alhambra. • **Kenneth W. Faulkner** to machinist foreman, Roseville. • **Louis L. LaPorte** to boilermaker foreman, West Oakland. • **Samuel J. Bullough** to roundhouse foreman, Dunsmuir. • **Wilbur J. Vernon** to roundhouse foreman, Santa Barbara. • **Jesse E. Fisher** to machinist foreman, Roseville. • **John Gonzales** to labor inspector, West Oakland.

Kermit J. Morgan to night roundhouse foreman, Watsonville Junction. • **Joseph A. Oliver** to asst. foreman machine shop, Bayshore. • **E. A. Foster** to general night foreman, Taylor roundhouse. • **Frank G. Sisson** to erecting shop foreman, Bakersfield. • **Arthur L. Tucker,** apprentice instructor, nights, Sacramento. • **Louis F. LeLay** to asst. foreman, Machine Shop, Sacramento. • **Frederick B. Kubler** to asst. foreman, Car Machine Shop, Sacramento. • **Allen W. Rock** to roundhouse foreman, second shift, Sparks. • **John L. Schab** to foreman, Erecting Shop, Sacramento. • **Angus H. Hoffman** to district road foreman of engines, Southern District, with headquarters at LA. • **I. A. Weihe** to road foreman of engines, San Joaquin Division, Bakersfield.

Following appointments were announced in the office of General Supt., MP: **Herbert Reiner** to lubrication engineer; **Frank E. Madden** to locomotive estimator; **A. P. Brown** to supervisor of shopping schedule; **J. F. Conniff** to special representative; **E. J. Nelson** to supervisor of labor agreements; **W. E. Baker** to asst. supervisor of labor agreements.

Operating: **C. F. Owens** to asst. supervisor, Merchandise Service, SF. • **H. E. Sumner** to station supervisor, LA. • **E. P. Honnert** to locomotive enginemen instructor, SF, Coast Div. • **B. S. Sines** to trainmaster, Sacramento Div., headquarters, Sacramento. • **E. C. Watson** to trainmaster, Marysville, Sacramento Div. • **W. E. Burke** to agent, Salem, Ore., Freight Station.

E. H. Scrogan to asst. trainmaster, Wells, Salt Lake Div. • **E. W. McElhiney** to asst. trainmaster, Sparks, Salt Lake Div. • **H. R. Madison** to asst. trainmaster, Montello, Salt Lake Div. • **L. J. McHugh** to asst. trainmaster, Imlay, Salt Lake Div. • **G. C. McGhee** to asst. trainmaster, Imlay, Salt Lake Div. • **F. K. Hinch** to asst. terminal supt., SF, Coast Div. • **S. P. Williamson** to terminal trainmaster, SF, Coast Div. • **H. G. Harvey** to trainmaster, Beaumont, LA Div. • **B. W. Bishop** to terminal trainmaster, Indio, LA Div. • **T. J. Bailey** to asst. trainmaster, Indio.

L. R. Smith, Jr., to trainmaster, Port. • **N. B. Eddlestone** to trainmaster, Tracy, Western Div. • **J. J. Hunter** to asst. trainmaster, LA Div. • **M. J. Mirko** to accident clerk, Gen. Office.

Engineering: **Harry C. Shout** appointed second asst. B&B supervisor, Oakland, Western Div. • **Edmund H. Dolan** to third asst. B&B supervisor, Oakland.

Stores: **Manuel Olivares** to yard foreman, West Oakland. • **Louis J. Villaloves** to gang leader, West Oakland. • **Frank Horspool** to section stockman, Ogden. • **Paul R. Beeler** to crane foreman, Sacramento. • **Howard Hoshaw** to crane foreman, Sacramento.

Traffic: **T. H. Welch** to traveling passenger agent, Port Hueneme. • **Leonard W. Lucier** to TPA, Indio.

Accounting: **Norman Campbell** to traveling auditor, headquarters, SF.

Executive: Mrs. **Antoinette Hitchcock** and Mrs. **Pauline Cox** have been appointed women's supervisors for General Offices, SF.

RETIRED

Coast: Annuities approved: **Earl V. Conrad,** conductor; **Pasquale DiSanto,** painter helper; **Stearns H. Stone,** mill hand.

Los Angeles: Annuities approved: **Carl A. DeVany,** train baggageman; **John S. Fair,** towerman; **William E. Kintz,** brakeman; **James C. Smith,** car cleaner; **Alvis Tate,** machinist.

Los Angeles Shops: **Frank J. Spuhler,** machinist, retired Jan. 20. He entered SP service Dec. 16, 1911. • **Amadeo Padilla,** frt. carman, started with SP July 3, 1923, and retired Jan. 31, 1944. • **Gustav A. Geile,** machinist, retired Jan. 31, after nearly 30 years with SP. He entered service March 3, 1914. • Annuities approved: **John J. Gilmartin,** machinist; **John C. Hosick,** frt. carman.

Portland: January 31 marked the close of 48 years of railroading for **J. L. Lafayette,** brakeman, 39 years of which have been with Southern Pacific. He plans to make his home in Portland and to devote plenty of time to his hobbies of agate polishing and wood turning. • Annuities approved: **George T. Bolter,** engineer; **Zadok C. Brown,** conductor; **Charles F. Langston,** machinist; **Edward A. Robertson,** clerk; **Newton P. Scruggs,** brakeman; **Marvin C. Van Leuven,** conductor.

Rio Grande: Annuities approved: **John Chelius,** engineer; **Thomas B. Wright,** engineer.

Sacramento: **Annuities approved: Hugh L. Darrah,** asst. baggage agent; **August Del Grande,** section foreman; **William H. Sommers,** conductor; **Owen T. Stackpoole,** chief dispatcher.

Sacramento Shops: Annuities approved: **Yalma T. Ekstrom,** boilermaker; **John Maley,** steam hammer operator; **Joseph H. Preston,** boilermaker; **John Schiro,** boilermaker.

Salt Lake: Annuities approved: **Frank A. Felt,** joint car inspector; **Leroy Linton,** conductor; **Oda Hachiro,** track laborer; **Joseph G. Sanchez,** wire chief.

San Joaquin: Annuities approved: **Bruce T. Bristow,** engineer; **Albert L. Burke,** machinist; **Frank F. W. Kohn,** crossing flagman.

Shasta: Annuities approved: **Samuel C. Allen,** section foreman; **Hubert M. King,** clerk; **Otto R. Miller,** brakeman; **Albert A. Wood,** fireman.

Tucson: Annuities approved: **John J. Cowin,** asst. trainmaster & division examiner; **Charles H. Davis,** conductor; **Hardie L. Fuller,** engineer; **William G. Hokett,** conductor; **Vivian W. Huffmaster,** cashier; **Alfred C. Thayer,** conductor; **Benjamin R. Tolson,** conductor.

Western: Annuities approved: **William E. Burkett,** dispatcher; **Oscar J. Erickson,** deckhand; **John C. Figliola,** coach cleaner; **Robert W. Gowanlock,** conductor; **Nicholas Haberle,** check clerk; **Daniel Hurley,** B&B carpenter; **Charles O. Johnson,** mail foreman; **Lee Sinnett,** conductor.

John H. Sobey, agent at Galt, retired February 29, completing more than 52

HOMEWARD BOUND after a day's work, Myrtle Gross (left) and Dorothy McMullin, clerks at LA Shops, remember that tomorrow's another busy day as they pause by the poster urging avoidance of absenteeism.



years service with Southern Pacific, having entered the company's employ January 10, 1892. Records show that during all the years of his career he has never had a reportable injury nor has any employe at any station where he was agent had a reportable injury. He is 70 years old.

Traffic: Annuities approved: **William S. Farnell,** city ticket agent, LA.

Stores: **Charles C. Johnson,** crane operator at Ogden store, retired Jan. 16. He had been in Southern Pacific Stores Dept., since Jan. 20, 1914. Fellow employes presented him with a walnut smoking stand, complete with pipes and tobacco. • After 26 years service in SP Stores Dept., **Lester F. Wall,** helper at Sacramento Stores, retired, Feb. 3, due to illness.

General Office: Annuity approved: **Frank M. Robinson,** general clerk, Treasury Dept.

John N. Clark, payroll examiner, APA, retired Mar. 1 after a railroad career dating back to 1884 when, at the age of eight, he worked as water boy on an extra gang of which his father was foreman. When 12 years old he learned telegraphy, and at the age of 18 began working regularly as a telegraph operator with Ohio & Mississippi railroad. He later became station agent and traveling agent with that company. In 1906 he moved to the west coast and began working for SP as traveling time inspector. In 1910 he was placed in charge of the bureau handling fuel conservation and continued as chief fuel supervisor until the department was abolished in 1930. He has been president of Pacific Railway Club, president of International Railway Fuel Association and of Traveling Engineers' Association.

DCH&R: Annuities approved: **Theodore Grunert,** newstand agent, Oakland Ferry; **Fred Hunter,** waiter, LA.

Pacific Fruit Express: **C. S. Bull,** plant manager, Colton, retired Nov. 15, after more than 30 years' service with PFE. He started as steamfitter in Los Angeles, Sept. 15, 1913. A retirement gift of a pen and pencil set was presented to him by employes at Colton ice plant. • **Joseph Kitt,** blacksmith lead workman, LA, retired Jan. 15, closing a more than 30-year service record with PFE.

DIED

Coast: **Harry Alfred Mosier,** San Mateo crossing watchman, died Jan. 6. • **Walter Scott Thompson,** locomotive engineer, San Jose, died of heart attack Jan. 6, in San Luis Obispo. • **Alexei Ostapchuk,** machinist, SF, died Jan. 26. • **Jesse Lee King,** cellar packer, San Luis Obispo, died Jan. 24. • Pensioners: **Frank J. Alvos,** section foreman, Jan. 25; **Andrew T. Brennan,** roundhouse foreman, Jan. 21; **John W. Cooke,** yardman, Jan. 25; **James Doig,** station agent, Santa Cruz, Jan. 17; **George W. Henkel,** brakeman, Jan. 31; **Charles G. Rano,** crossing flagman, Jan. 29; **George F. Sattler,** crossing flagman, Jan. 19.

Los Angeles: Pensioners: **Frank Aiello,** section laborer, Jan. 17; **Oscar C. Lofgren,** car builder, Jan. 17; **John McConachie,** yardman, Jan. 14; **Lawrence S. Moranda,** station agent, Dec. 6; **John W. Phillips,** yardman, Jan. 12; **Andrew Ramsted,** B&B carpenter, Jan. 13; **Charles C. Yohn,** brakeman, Feb. 5.

Los Angeles Shops: **Chester C. Wilson,** machinist, Jan. 12. He was born May 20, 1898, and entered SP service Dec. 16, 1942. • **Joseph C. Burnham,** boilermaker, Jan. 11. He was born Sept. 13, 1884, and began with SP Dec. 7, 1922.

Portland: **John C. Carle,** agent at Salem freight station, died Jan. 23 in Gen. Hospital, SF. He had been an SP employe since 1908, and was 60 years old. Prior to going to Salem in 1936 he was agent at Medford. • Pensioners: **George W. Hendren,** roadmaster, Jan. 24; **William S. Lamson,** freight car builder, Feb. 3; **John C. Latta,** trucker, Jan. 19; **George Peebler,** conductor, Jan. 11.

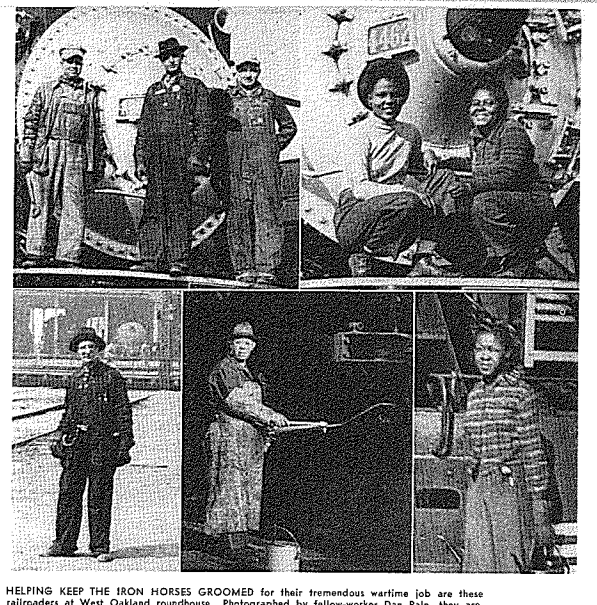
Rio Grande: **Francisco Novoa,** died Feb. 7. He was a sheet metal worker in El Paso Shops and had been in SP service for 21 years. • Pensioners: **Jose O. Salazar,** engine watchman, Feb. 3; **George W. Yancey,** conductor, Jan. 31.

Sacramento Shops: **Charles O. Miller,** 65, died Feb. 2 in Gen. Hospital, SF. He was supervisor of employment and schedules, Motive Power, and began with SP 50 years ago as an office boy. **Manuel Lee Berry,** carman, died Feb. 13; **John T. McAdam,** 54, night shift electrician, died Feb. 12; **Joseph Bahamra,** boilermaker, died Jan. 17 in Genl Hospital, SF; **Ben Herman,** 45, boilermaker, Feb. 20. • Pensioners: **Robert J. Johnson,** 80, car builder, died Feb. 14; **James E. Bishop,** 76, hammersmith, died Feb. 14; **Joseph R. Enscoe,** machinist, Dec. 5; **Anton Ostoja,** shop helper, Dec.12.

Sacramento: **Harry M. Baxter,** 66, wire chief at Sacramento, died Feb. 8. He went to work as an SP telegrapher in Sacramento 43 years ago. **T. A. Mackenzie,** 46, locomotive engineer, Feb. 20. • Pensioners: **William S. Witham,** Sacramento, Feb. 15; **Walter H. Triplett,** carpenter, Feb. 13; **William E. Burkett,** 65, dispatcher, Feb. 8; **Newton S. Ballenger,** conductor, Jan. 18; **John E. Cox,** machinist, Nov. 25; **John H. Hamill,** water service mechanic, Feb. 6; **Domenik Vigo,** car builder, Jan. 18; **Louis G. Jeardeau,** 87, locomotive engineer, died Feb. 17, following an illness of several months.

Salt Lake: **Carl A. Smith,** signal maintainer, Lemay, died Jan. 31; **Burl A. Scott,** locomotive engineer, Ogden, died Jan. 26; **Cornelius Anema,** painter helper, Ogden, died Feb. 1; **Earl H. Grobe,** boilermaker helper, Sparks, Nov. 29; **Ralph W. Oborn,** fireman, Wells, Jan. 12; **Paul A. Patterson,** locomotive engineer, Wells, Jan. 12; **Ralph H. Pritchard,** yardman, Sparks, Jan. 10; **Waldo E. Smith,** brakeman, Sparks, Jan. 31. • Pensioner: **Frederick B. Newton,** painter, Jan. 18.

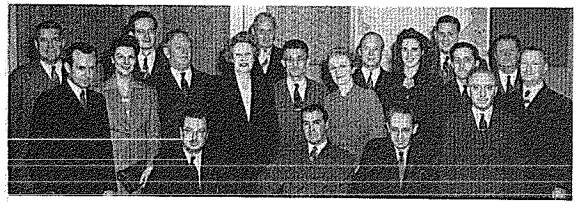
San Joaquin: **Lorenzo Pecchia,** machinist helper, entered service Feb. 11,



HELPING KEEP THE IRON HORSES GROOMED for their tremendous wartime job are these railroaders at West Oakland roundhouse. Photographed by fellow-worker Dan Palo, they are, left to right, top pictures: L. E. Sovereign, A. E. Sorani, J. C. Keesee, Cleo C. Hawkins, Malinda Broughton. Lower: H. Goddard, A. Dickson, Vera Lee Hooper.



ELSA JOHNSON WAS HONORED by a group of girls from the SP Bowling League of SF shortly before her wedding, Feb. 12, to Frank Calder of Gen. Frt. Dept. Elsa, who works in Motive Power Dept., is a popular member of SP Club of SF, having played a prominent part in many of its activities for a number of years. Present at the dinner were (seated, left to right): Louise Fink, Mildred Adler, Margaret Symonds, Elsa Johnson Calder, Zelda Heer, Harriett Parness, Mildred Carroll. Standing: Della Anderson, Doris Anderson, Dolly Hannan, Mary Homesley, Lil Besozzi, Lois Scholz, Mary Cotter, Charlotte Bebb, Ruby Kincaid, Gertrude Cook, Barbara Foley, Carmelita Hollis, Elizabeth Krummes.



OFFICERS AND BOARD OF GOVERNORS of SP Club of San Francisco who will direct the numerous social, athletic and wartime activities of the organization during 1944. Left to right, seated: H. A. Tattenham, vice-pres.; Caesar Baldassari, president; S. S. Nickles, vice-pres.-athletics. Standing, S. P. Ward, D. R. Fraser, E. Acquistapace, James H. Clay, O. E. Lovett, Louise Nesbitt, Harold Lishman, George Frey, Opal Canine, A. H. Peterson, Elsie Conrad, Phil Young, Fred Romani, Arthur Harris, F. A. Kiehne, R. B. Wilson.

1927, died Nov. 17, 1943; **Martin McVann**, engineer, died Nov. 24, 1943; began with SP July 1, 1906. **Ollie Harris**, agent-telegrapher, died Dec. 27, 1943; entered service June 13, 1911. **Oscar L. Mannon**, fireman, died Jan. 8, 1944; entered service May 2, 1941. • Pensioner: **Miller Burnside**, general warehouse foreman, Jan. 5.

Western: **Joe Garoppo**, section foreman, Jan. 28, in Gen. Hospital; **Clyde Sturges**, flagman, Jan. 31, in Gen. Hospital. • Pensioners: **James L. Bowers**, laborer, Jan. 30; **Henry H. Burdick**, warehouse foreman, Jan. 22; **George T. Cosgrove**, assistant engineer, steamers, Jan. 24; **Arturo Elias**, steamer fireman, Feb. 6, in Gen. Hospital; **Joseph Holzbock**, trucker, Dec. 4; **Daniel J. McKay**, car inspector, Jan. 18; **Albert M. Moore**, conductor, Feb. 1; **John W. Morris**, warehouseman, Dec. 20; **August E. Muller**, clerk, Jan. 28; **George W. Stafford**, steamer fireman, Jan. 26; **William C. Tabb**, Redcap porter, Feb. 2; **George J. Uhrig**, car builder, Feb. 10; **James Wheatley**, electrician, Feb. 2; **John J. Winther**, platform foreman, Jan. 20.

DCH&R: **Richard Young**, waiter, Jan. 15, in Gen. Hospital; **Marcus Stark**, waiter, Feb. 9, in Gen. Hospital. • Pensioners: **Peter P. Flood**, steamer steward, Feb. 5; **Herbert S. Kendall**, Los Angeles, Jan. 24.

General Office: **Ethel Tyrrell**, Aud. Pass. Accts., Feb. 18. She started in APA in August, 1923. • **Cyrus Lawson**, clerk, Aud. Disb. Accts., Jan. 13, in Gen. Hospital. • Pensioners: **Leander F. Brookshier**, claim investigator, Jan. 19, in Gen. Hospital; **Henry M. Nathan**, clerk, Aud. Cap. Exp., Feb. 3, in Gen. Hospital.

Northwestern Pacific: **Harry Morrison**, asst. cashier, Jan. 29, in Gen. Hospital; **John Rossi**, electrician, Feb. 9. • Pensioners: **Cyrus C. Wiley**, section foreman, Jan. 16; **Fred Young**, gravel pit engineer, Jan. 28; **Nicholas Ahern**, section foreman, Jan. 23; **Bruce A. Meyer**, conductor, Jan. 25, in Gen. Hospital.

Miscellaneous: Pensioners: **Enos Francis Fouratt**, ferry boat captain, died Feb. 20. He began as a deckhand on the "Modoc" in May, 1899, and from 1902 to 1907 served as pilot on all river steamers; 1907-11 was pilot of the "Apache" and also acted as relief captain on several river steamers. From 1911 to 1915 he was captain of the "Apache" and since then has served as captain on various boats. He was the last of the family who were pioneer operators of ferry boats and steamers on the Sacramento River and San Francisco Bay. • **Patrick Callery**, car operator, San Jose Railroads, Feb. 3; **Herman J. Zierke**, crossing flagman, Interurban Electric Railway, Feb. 2; **Mortimer J. Kelly**, foreman, SPSS Lines, Jan. 11.

MARRIED & ENGAGED

Wedding bells rang in Reno, January 30, for **Dewey L. Gunter**, section stockman at Sacramento Stores, when he married Marie DeLaMater. Fellow Stores employes presented the couple with a set of dishes. • Two departments in General Office were represented when **Frank Calder** of Frt. Traffic, and **Elsa Johnson** of Motive Power, were married February 12.

Madeline Luchessa, popular nurse at General Hospital, was married to John B. Harris, February 1. The bridegroom is a former SP employe and the romance began while he was a patient at the hospital. • Ensign **Walter "Slug" Rose** of U. S. Maritime Service, formerly Aud. Frt. Accts., SF, announced his marriage of February 9, to Vayle Cook. • At San Luis Obispo, **Dorothy Lewis**, machinist helper in the roundhouse, recently became the bride of Sgt. Don Walker of Kansas City. • **Irene Shafir**, Gov. Dept., 4th & Berry Sts., Frt. Office, SF, was married to Major James A. Bradley at the Fort Mason Post Chapel, February 5.

Bill Bates, formerly of Aud. Frt. Accts., now serving with the navy in the Pacific, announces he and his school-day sweetheart, Ruth Jensen, were married a short time ago. • **Doris Raynal**, asst. head file clerk, Supt's Office, and **Otto von Herrmann**, chief draftsman, Coast Division, said their "I do's" February 12 in the Notre Dame Victory church, SF. • January 29 is the day **Stella Nylander**, timekeeper, Oakland, chose to be married to Allen C. Sedgley.

Two more girls from 4th & Berry Sts. Freight Office, SF, recently pledged to love, honor and obey. **Jeannette Nesius**, Cashier's Dept., was married January 15 to Gordon L. Blackhall, storekeeper, USN. Since February 25, **Juanita Rainwater**, Gov. Dept., has been Mrs. Donald Bell. They were married in Palo Alto.

Ethella Roberts, San Jose Car Dept., became a New Year's bride when she married Cpl. Arthur J. Davis. The couple were feted at a party Jan. 14, by the bride's co-workers. • **Dorothy Primico**, SF Service Bureau songstress, has been flashing a diamond-studded wedding ring lately. She was married to Sam Shapiro, February 9. • **Marjorie Smith**, steno-clerk, Coast Division Supt's Office, SF, announced her engagement to H. Vernon Moss on February 4. Wedding plans have been set for some time in May.

Wedding bells will soon be ringing for **Ethel McQueen**, *Bulletin* reporter at Stockton and steno-clerk in Chief Dispatcher's Office. She has announced her engagement to Jack Delevan Knapp, MM 2/c. • **Daisy Mae French**, collector at Stockton Cashier's Office, has announced her engagement to Pvt. Howard Sorgenfry. • Lt. **William M. Cunningham**, former yardman, LA, now of U. S. Merchant Marine, has chosen a red-headed Marine private for his bride-to-be. She is Pfc. Jacquelyn Jean Courtney. The marriage is scheduled to take place in the near future.

BORN

Mr. and Mrs. **Al Mills**, PFE, Tucson, are proudly exhibiting a new daughter, Judith Ann, who arrived January 18. Despite Al's efforts to keep himself under control he has been bursting buttons from his vest. • A son arrived to Sgt. and Mrs. **A. F. Hageman**, February 7. Mrs. Hageman is steno-clerk, Supt. Motive Power Office at El Paso. • **C. W. Livingston**, PFE agent, Portland, passed out cigars February 1 when his wife presented him with a baby girl, Carol Ann.

Ogden Dispatcher and Mrs. **S. B. Burton** announced a new arrival January 29. It's a boy. • A daughter was born February 5 to Mr. and Mrs. **Frank Felhaber** at El Paso where Frank is a machinist in SP Shops. • At Tucson, Mr. and Mrs. **Ed Caballero** are circulating the news of a new son, Ed, Jr., who was born January 29. Ed is foreman of car inspectors. • Mr. and Mrs. **Addison Hupman** announce the arrival of a nine-pound baby girl, Elsie Louise. Addison works in Stationery Dept., 4th & Berry Sts., Freight Office, SF.

Mr. and Mrs. **Jack Stassi** are the proud parents of a baby girl, born Feb. 10. Jack is boilermaker helper at Sacramento Shops. • Diana is the name Mr. and Mrs. **Robert J. Bushner** gave their daughter, who arrived Feb. 10. Daddy is clerk in Aud. Misc. Accts Dept., SF. • Something new has been added to Mr. and Mrs. **John Strickling's** house—it's a daughter, born Feb. 13. John is blacksmith at Sacramento Shops.

Twin girls were born to Mr. and Mrs. **Anthony Brushia**, January 25. Tony is a boilermaker at Sacramento Shops. • Mr. and Mrs. **Freeman Johnson** announce the arrival of a son. Freeman is PFE carman, Colton. • February 4 is the date Mr. and Mrs. **Joey Dodge** welcomed a newcomer to their home. Joey works at Sacramento Stores. • Machinist helper and Mrs. **Silverio C. Guerra** announce the arrival of a son born February 7, at El Paso.

Mr. and Mrs. **C. T. Foley** became the parents of a new son recently. C. T. is PFE carman, Colton. • Mr. and Mrs. **Louis Colomani** had a newcomer at their home recently when the stork delivered a new daughter. Louis works at Sacramento Foundry. • A son was born December 27 to Mr. and Mrs. **Melisendro Encinias**. Daddy is a laborer at El Paso Shops.

Girls apparently are preferred on San Joaquin Division. Four births were announced recently—all girls. Shirley Rae arrived Dec. 16 at the home of Mr. and Mrs. **Ray Galvin**. Ray is electrical engineer. • Mr. and Mrs. **Louis Triguerio** announce the arrival of Annette, Dec. 16.



STORK vs. SANTA CLAUS was the main event billed at the home of Larry Evangelisti of Roseville Yard office on Christmas morning and the above picture shows who won. Some day the Evangelistis may get around to looking at the rest of their Christmas presents if they can ever stop gazing at their lovely twins.

Louis is locomotive engineer. • Carol Sue weighed 8 lbs., 13 ounces when she arrived at the home of Mr. and Mrs. **Robert E. Neville**, Feb. 9. Bob is asst. head timekeeper, Supt's Office. • Laurella Anita is the name Mr. and Mrs. **Clyde Brough** gave their daughter after the stork called, Jan. 11. Clyde is station master at Fresno.

Mr. and Mrs. **Nestor Roventini** announce the birth of a son, Feb. 1. Nestor is a draftsman in Engineering Dept., SF. • A son was born Feb. 4, to Mr. and Mrs. **Chester M. Black**. Chester is an engineer at Roseville.

YOUR "BULLETIN" REPORTERS

WESTERN DIVISION: **Walter E. Lake**, lease agent, and **Lee Ordway**, Caldwell Pier; **R. Rooney**, Water Service Dept.; **J. P. Francis**, West Oakland; **E. R. Stevenson**, Tracy; **Sam Reeves**, Gen'l Freight Terminal, Oakland; **Ethel McQueen**, Stockton.

SACRAMENTO DIVISION: **J. A. Collins**, ass't chief clerk, Sacramento; **W. C. "Sparky" Heilbron**, Roseville.

SALT LAKE DIVISION: **Kathryn McCool Laucirica**, Ogden; **Max Gardenswartz**, Sparks; **Vera Craig**, Montello; **H. B. Lukey**, Imlay; **Louise Huber Sawle**, Carlin.

PORTLAND DIVISION: **Howard E. Bailey**, sec'y to ass't sup't. Portland; all agents and roadmasters' clerks.

COAST DIVISION: **Jack Welch**, senior ass't head timekeeper, San Francisco; **Barbara Booker**, supt's office, San Francisco; **Louise Nesbitt**, Local Freight Office, 4th and Berry Sts., San Francisco; **F. J. McCabe**, Watsonville Jct.; **B. McClintock** and **S. W. McCarley**, San Jose; **Sallie Nyman**, San Luis Obispo; **Wm. L. Thompson**, Bayshore.

STORES DEPT.: **Jack Griffin**, Gen'l Storekeeper's Office, S. F.; **R. Berry**, Sacramento; **F. M. Connett**, West Oakland; **F. J. O'Donnell**, Los Angeles; **E. E. Cummings**, El Paso; **Leo Keller**, Brooklyn; **W. P. Beall**, West Oakland.

LOS ANGELES DIVISION: **Walter S. Olson**, sup't sec'ty, Los Angeles; **Jas. B. Steele**, Taylor roundhouse; **Max M. Damon**, **L. A. Freight Station**; **Everett Dial**, dist. timekeeping.

TUCSON DIVISION: **Leroy Magers**, ass't chief clerk, Tucson; **Mike Quihuis**, Tucson; **Eddie Anaya**, Yuma; **D. B. Dorsey**, Phoenix; **Max Richards**, Globe.

RIO GRANDE DIVISION: **Robt. R. Hall**, head clerk, Div. Engr., El Paso; **R. U. McLean**, El Paso: **R. D. Robin**, Deming; **Geo. Ferguson**, Douglas; **J. S. Stearn**, Carrizozo; **Gordon Campbell**, Tucumcari.

SHASTA DIVISION: **W. L. Minor**, chief clerk, and **Valerie Masson**, Dunsmuir; **Frank Peyton**, Klamath Falls.

SAN JOAQUIN DIVISION: **Michael A. Bognanno**, Bakersfield; **Frieda Pate**, Fresno; **E. W. Smith**, Bakersfield roundhouse; **Geo. Bennett**, Mojave.

SACRAMENTO SHOPS: **Fred Moseley**, **W. J. Lambert**, **R. R. Johnson**, **D. L. Joslyn**, photographer.

LOS ANGELES SHOPS: **Carl G. Randall**, Car Dept. clerk.

EL PASO SHOPS: **Dan W. Rose**, GMO clerk.

TELEGRAPH DEPT.: **Miss "Pat" Dowd**, general clerk. San Francisco: **Evelyn Cutter**, "BD", San Francisco; **C. E. Welsh**, "UN", Tucson; **E. E. Ramey**, "H", Sacramento; **J. W. Clark**, "SW", El Paso; **Ruth Weatherbee**, "DW", Portland.

TRAFFIC DEPT.: **Carol Machol**, Gen'l Freight, S. F.; **I. R. Jarman**, Gen'l Pass., S. F.; **Frank Guerin**, Gen'l Freight, Portland; **N. G. Hewson**, Gen'l Freight, L. A.; **Edith Dakers**, Dis. Pass., S. F.; **Frank Wisdom**, Dis. Pass., L. A.; **A. E. Schrader**, Seattle.

GENERAL OFFICES: **Laura MacKenzie**, Ass't Gen'l Aud.; **Mary Petkovich**, Aud. Misc. Accts.; **Russell Knox**, Aud. Cap. Expend; **G. D. Frey** and **Mrs. M. L. McCollum**, Aud. Disb.; **H. F. Woods** and **Des Sekany**, Aud. Freight Accts.; **Leah Smiley**, Aud. Pass. Accts.; **Stanford Hall**, Equip. Service; **G. W. Pratt**, Dining Car; **R. J. Dettling**, Chief Engineer; **Marian Campbell**, Purchasing; **A. L. Fritz**, Freight Claim; **Jean Stalder**, Payroll Accts.; **W. L. Toso**, Operating; **Gene Egan**, Motive Power.

PACIFIC MOTOR TRUCKING: **Richard Spence**, San Francisco; **O. M. Meiheimer**, Los Angeles; **Della Crosley**, Tucson; **C. T. Erickson**, Portland.

NORTHWESTERN PACIFIC: **William S. Wollner**, correspondent, Sausalito. Reporters: **H. Carlson**, Eureka; **W. A. May**, Willits; **L. A. Sanders** and **F. G. Newberry**, Tiburon; **O. E. Lovett**, Sausalito.

PACIFIC FRUIT EXPRESS: **Clarence O. Hively**, secretary to vice president and general manager, S. F.; **J. A. Low**, Bakersfield; **A. Weber**, Fresno; **A. Beck**, Stockton; **W. H. Bachman**, Roseville; **P. F. Wingate**, Sacto.; **B. S. Brady**, Phoenix; **E. F. Palmer**, El Centro; **A. E. Thompson**, El Paso; **Wm. Stockheimer**, Yuma; **H. L. Gilbert**, Colton; **Harold Fast** and **Edna Trevillyan**, L. A.; **M. H. Erichsen**, Santa Barbara; **Stanley Remkus**, Nogales; **Virginia Brunswick**, Tucson; **G. W. Simmonds**, Guadalupe; **R. W. Nolan**, Salinas; **R. B. Mitchell**, Watsonville Jct.; **E. R. Zerweck**, San Jose; **K. J. Bunderson**, Oakland; **W. B. Thatcher**, Santa Rosa: **L. R. Newnan**, **C. M. Ryan**, **R. C. Sturgeon** and **G. P. Hamill**, S. F.; **N. P. Palmer**, Modesto; **C. R. Marti**, Portland; **F. J. Labbe**, Brooklyn; **Frances Goold**, Klamath Falls.

SAN DIEGO & ARIZONA EASTERN: **J. W. Grosdidier**, general office, San Diego.

Railroaders with their THINKING CAPS on



Here we tell you about some good ideas thought up by the people of our railroad to help Southern Pacific carry its greatest traffic load in history. Such ideas contribute directly to Victory, because the railroad is the war industry all other war industries depend on!

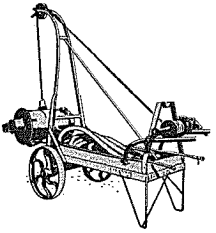
Only a few of the ideas received in recent months are presented here. And some of the devices shown can be fully appreciated only by railroaders. But these ideas have a common denominator everybody will understand: *All represent better ways to run a railroad!*

Back in the 1860's our railroad itself was a new idea. The first Southern Pacific tracks were built largely into virgin, sparsely settled regions where great cities later grew.

And through the years the S.P. "family" has steadily pioneered such new ideas in railroading as low coach fares; moderately priced meal service in dining cars; and store-door pickup and delivery for less than carload freight. We operate more air-conditioned cars than any railroad west of the Mississippi. Even today, in wartime, our hard-pressed streamliners are still the nation's most beautiful trains.

You can be sure that S.P. men and women in the shops, yards, offices, stores and on the trains will continue their constant search for improved methods of railroading.

In this spirit of enterprise we find stimulation and encouragement for the future. Then, as now, good railroad transportation will be needed . . . and we know that railroaders with their thinking caps on will do their part to provide it. S.P. is planning for peacetime progress NOW!





THESE FOUR MEN worked out a horizontal airjack which saves delay to flat cars and manpower in blocking of flat cars into rigid units for loading with long piling. S.P. District Car Service Agent J. E. Whalley of Eugene (third from left) conceived the idea. Car Foreman W. H. McAllister (left) built first working model. W. E. Jackson drew blueprints for another at Eugene, where Master Car Repairer W. B. Medill (right) produced a second working model. Device improves on manually operated track jacks used for same purpose



Watering of passenger cars has been simplified by specially-shaped extension pipe suggested by General Car Foreman C. H. D. Hansen of S.P.'s Mission Road Coach Yard. Method eliminates ladder and need to climb up on top of car to fill water tank



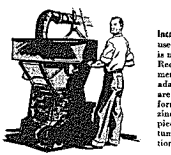
Two hours time daily is saved by this device developed by S.P. Machinist Dow Nichols of Bakersfield. His idea involves a centering attachment for driving box boring mill. Machinists see this as a valuable contribution to good workmanship



To extract journal bearings more easily and minimize danger of accidents, E. P. Morgan, S.P. Electric Welder of the Los Angeles Car Department, worked out this ingenious and specialized tool



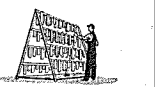
Ideas for improved production of brake shoes which saves 156,000 pounds yearly of critical metal formerly scrapped was suggested by Charles Walls, General Foreman of S.P. Blacksmiths at the Sacramento Shops



Increased reclamation of war-vital zinc from used batteries, now S.P.'s only source of zinc, is made possible by idea of Wayne Ramsey, Reclamation and Welding Foreman at Sacramento General Stores. By Ramsey's method, adapting the hammermill, 400 pounds of zinc are produced daily against 100 pounds by former method. Hammermill rips open the zinc covering and breaks up carbon. Zinc pieces and crushed carbon are run through tumbler where carbon falls through perforations while zinc remains behind



Greater accuracy, with saving of time and effort, is made possible by jigs developed by S.P. Machinist Earl Eckenberg at Los Angeles Shops. Jigs center alternator and pump motor heads for boring and fitting bushings



Issuing train tickets to the public is speeded by this stockroom holder for ticket forms devised by Bob Steinbach, S.P. Ticket Clerk. Tickets hang from spindles, in logical order, permitting quick identification and handling



To keep passengers posted as dining car seats become available, reducing wartime waiting-in-line, Conductor E. M. Benson suggested announcements over loudspeakers on S.P. *Daylights*. Our Conductors often contribute ideas

S·P

The friendly Southern Pacific

Buy and hold WAR BONDS!

Public recognition *to some of the SP railroaders who have responded to the company's Suggestion program with excellent ideas was recently given through the advertisement reproduced above which appeared last month in many newspapers in the territory served by Southern Pacific. As pointed out in the advertisement, only a few of the ideas received in recent months are presented, ideas that like many others have developed into time- and labor-saving devices that have bolstered the company's war effort. Most of those pictured in the ad appeared in various issues of the* **Bulletin.**